

PRUSSIAN MINING AND IRONWORKS COMPANY **(PREUSSISCHE BERGWERKS-UND HUTTEN-ACHTEN-GESELLSCHAFT).**

BALANCE-SHEET UP TO 30TH JUNE, 1872.

ACTIVA.	
VULKAN IRONWORKS	
1.—Immobil property, 1871	Ths. 526,459 19 3
Increase, 1872	69,621 6 1=596,080 25 4
2.—Engines, machinery, tools, and furniture, 1871	158,013 15 1
Written off	2,120 0 0
Increase, 1872	155,893 15 4
3.—Stock of iron, coals, ores, and materials, and cash account, 1871	161,357 4 0
Increase, 1872	137,880 4 1=299,237 8 1=1,078,771 17 7
IRON MINES.	
1.—Immobil property, 1871	125,923 15 3
Increase, 1872	125,923 15 3
2.—Engines, machinery, plant, tools, and furniture, 1871	33,663 18 8
Increase, 1872	9,028 2 2=42,691 20 10
3.—Stock of ores, materials, and cash account, 1871	40,012 7 5
Increase, 1872	16,867 14 10=56,879 22 3=225,494 28 4
HANSA COLLIERY.	
1.—Immobil property, 1871	685,817 5 1
Increase, 1872	137,939 22 0=823,756 27 1
2.—Engines, machinery, plant, tools, and furniture, 1871	215,134 16 2
Written off	8,732 0 0
Increase, 1872	211,382 16 2
3.—Stock of coals and materials, and cash account, 1871	81,737 14 7=293,120 0 9
Increase, 1872	11,004 23 9
4.—Stock of coals and materials, and cash account, 1871	5,344 28 3=16,369 22 0=1,133,246 19 10
Increase, 1872	12,441 25 3
5.—Stock of coals and materials, and cash account, 1871	7,201 27 0=10,643 22 3=1,123,637 18 3
Increase, 1872	7,201 27 0
ERIN COLLIERY.	
1.—Immobil property, 1871	454,743 17 1
Increase, 1872	121,334 27 3=576,078 14 4
2.—Engines, machinery, plant, tools, and furniture, 1871	105,876 8 4
Written off	650 0 0
Increase, 1872	105,217 8 4
3.—Stock of coals and materials, and cash account, 1871	24,750 24 7=129,068 2 11
Increase, 1872	7,207 19 5
4.—Stock of coals and materials, and cash account, 1871	4,426 11 1=11,364 0 6=727,680 17 9
Increase, 1872	4,426 11 1
RAILWAY WAGONS.	
1.—Furniture, 1871	Ths. 3,162 0 9
Written off	703 21 10=2,458 5 11
Increase, 1872	46 0 0=2,504 5 11
2.—Cash account	7,450 3 11
3.—Reserve account for priority obligations	115,718 0 0
4.—Sundry debtors	153,750 23 11
5.—Conto pro futuro (dividend on acct., pro 1872, paid in advance)	113,994 0 0
Total	Ths. 4,732,144 23 0
PASSIVA.	
1.—Share capital—total amount issued	Ths. 2,400,000 0 0
2.—Priority obligations—total amount issued	Ths. 1,200,000 0 0
Of which already drawn for amortisation	21,999 0 0=1,178,000 0 0
3.—Bank credits	322,878 8 0
4.—Arrears of working expenses (not yet paid on 30th June)	17,128 21 7
a.—Arrears of freights	53,737 23 5
b.—wages	7,041 16 0=77,921 3 0
c.—tantamounts	29,290 0 0
5.—Interest on obligations	40 0 0
6.—Interest on shares	7,000 0 0
7.—Amortisation account:—	6,400 0 0=72,189 19 7=270,396 20 0
Obligations not yet paid, out of 1871	6,400 0 0
drawn for amortisation, pro 1872	6,400 0 0
8.—Bills accepted	149,158 19 3
9.—Conto pro futuro (dividend on acct., not yet paid)	1,483 0 0
10.—Sundry creditors	208,812 2 9
11.—Profit and loss account:—Profit on working acct. 312,866 9 7	
Less:—Capital expenses	Ths. 68,089 19 7
Obligations drawn for amortisation	6,400 0 0=72,189 19 7=270,396 20 0
Total	Ths. 4,732,144 23 0
PROFIT AND LOSS ACCOUNT.	
DEBIT.	
To interest and commission on loan account	Ths. 24,939 28 4
Interest on mortgage	5,723 28 9
Interest on obligations	35,425 22 0=66,089 19 7
Amount of obligations drawn:—	
For amortisation (32 placed)	6,400 0 0
Written off on engines and machinery, plant, and tools, and furniture accounts	31,143 4 9
Balance, net profit	249,253 13 3
Total	Ths. 312,866 9 7
To be divided as follows:—I. According to statute, § 13:—	
10 per cent. to reserve fund	Ths. 23,925 10 0
10 per cent. to the council of supervision and the Direction	23,925 10 3=47,850 20 3
II. Dividend:—	
6 per cent. dividend on account already paid on April 1, 1872	113,004 0 0
4 per cent. dividend, pro 1871	75,996 0 0=188,999 0 0
To balance to be brought forward	1,412 23 0
Total	Ths. 339,253 13 3
CREDIT.	
By following working accounts—profit for 1871-72:—	
a.—Vulkan Ironworks	Ths. 189,103 14 4
b.—Hansa Colliery	92,137 12 8
c.—Erin	61,555 12 7
Total	Ths. 342,886 9 7
By balance, net profit	Ths. 339,253 13 3
THE DIRECTION—THS. J. MULVANY.	
Audited and found correct and corresponding with the books.	
THE COMMISSION OF AUDIT—GUST. ARNDT; H. C. CRUYS.	
Düsseldorf, September, 1872.	

PRUSSIAN MINING AND IRONWORKS COMPANY **(PREUSSISCHE BERGWERKS-UND HUTTEN-ACHTEN-GESELLSCHAFT).**

REDEMPTION OF THE PRIORITY OBLIGATIONS.

In accordance with the plan of amortisation of the loan of £180,000 (5 per cent. priority obligations) of this company, the following sixty-six numbers of the partial obligations, which are to be paid off at par in the year 1873, were drawn by lot in the general meeting of the shareholders, held at Düsseldorf on September 21, in presence of a notary public and witnesses—viz., the numbers

79	634	1126	1615	2456	2695	3111	4230	5244	5717
98	559	1161	1641	2477	2697	3431	4385	5399	5824
152	605	1168	1779	2484	2802	3610	4879	5410	5861
158	841	1199	1965	2579	2853	3779	4950	5600	
230	844	1208	2379	2670	2944	4044	4917	5603	
438	870	1373	2335	2541	3004	4090	5035	5670	
518	955	1385	2398	2670	3108	4204	5097	5697	

The paying off of the above partial obligations will take place on and after the 1st of July, 1873, upon delivery of the respective partial obligations, and the remaining interest coupons, at the company's offices at Düsseldorf.

After the expiration of that term all liability to the payment of further interest upon the above-mentioned obligations ceases.

Düsseldorf, 30th September, 1872.

THE DIRECTION.

Now ready, royal 8vo., price 10s. 6d., with numerous lithographs and wood cuts.

COAL ECONOMY: BEING A TREATISE ON COAL,

with reference to its Screening and Transport; the Utilisation of Small Coal; Patent Fuel; Coal Washing, &c. &c.

By FRED. CHAS. DANVERS, Assoc. Inst., C.E.

Printed by order of the Secretary of State for India in Council.

"This book is a valuable contribution to the limited supply of literature which we already possess on the subject of Coal Economy."—*The Colliery Guardian*.

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DES AFFAIRES DU SOL PRODUITS PAR L'EXPLOITATION NOUILLERE (SUBSIDENCE OF THE SOIL THROUGH COLLIERY OPERATIONS).

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This work, which consists of a quarto volume of 336 pages, explaining all that has been done in the matter at Liège during the last half-century, accompanied by an extensive Atlas, will prove of considerable value to all interested in the subject.

London: MINING JOURNAL OFFICE, 26, Fleet-street, E.C.

ABRIDGED PROSPECTUS.

ISSUE of 1125 SHARES, of £10 each, being the balance of the 2000 Shares, of £10 each, constituting the Share Capital of the

GORSIEDDA JUNCTION AND PORTMADOC RAILWAYS COMPANY.

Incorporated by Act of Parliament, 35 and 36 Vic., Royal Assent, 25th July, 1872.

DIRECTORS.
CHARLES JAMES FOX, Esq. | **JAMES MAW, Esq.**
JAMES STEWART, Esq. | **THOMAS HARVEY, Esq.**

BANKERS.
THE ALLIANCE BANK (LIMITED), Bartholomew-lane, London, E.C.

SECRETARY—G. J. GRAY, Esq.
OFFICES.—ST. CLEMENT'S HOUSE, CLEMENT'S LANE, LONDON, E.C.

The directors of the Gorsiedda Junction and Portmadoc Railways Company are prepared to receive applications at par for 1125 shares, of £10 each, being the balance of the 2000 shares, of £10 each, constituting the share capital of the company, authorised by its Act of Parliament.

Payment will be accepted as follows:—£2 10s. per share on application and £2 10s. on allotment.

The remainder by calls not exceeding £2 per share, at intervals of not less than two months.

The object of the company, as sanctioned by the Act of Parliament, is to maintain a line of railway already constructed under arrangements with land owners and others from the Gorsiedda Slate Quarry, in the county of Carnarvon, to Portmadoc; and also to make a railway from certain mines and quarries to join the said existing railway—both lines are shown in the map annexed to the prospectus.

The unprecedented success of the Festiniog Railway, constructed on a 2-ft. gauge, which has paid the original shareholders upwards of 30 per cent. on their outlay, has now become matter of history.

The length of the Festiniog line is 14 miles, the first cost of which was £36,000, about £2751 per mile. The length of the Gorsiedda Junction and Portmadoc Railways is 13 miles, and the total cost of the whole line will only be about £15,000, or £1154 per mile.

Although the cost of these lines will not be one-half that of the Festiniog Railway, which has paid 30 per cent. on the original capital, the prospects of profitable return on working are even greater than on that line.

There is a slate district at and beyond the terminus of the proposed line, of several square miles in extent. There are, also, several copper mines and silver-lead mines of great richness, and a large part of the district traversed by these railways abounds in slate and metallic minerals.

In addition to such undoubted advantages, the mills and agricultural necessities of the districts will, it is expected, produce a large addition to the traffic, and consequently a great increase of revenue.

Both lines will be on a 2 ft. gauge, and, under the Act, traffic arrangements are sanctioned with the Cambrian, and the Croesor and Portmadoc Railway Companies, whose lines intersect at Portmadoc.

The proposed railways will thoroughly develop the slate and mineral traffic of one of the largest and most important districts in North Wales, where, at present, there are scarcely any facilities for the transit of such traffic, or of agricultural produce, or manures, or building materials. The actual tonnage of slate conveyed by the Festiniog Railway in 1869 was 46,694 tons, and in 1869, 119,402 tons, showing the enormous increase of over 150 per cent. in nine years.

The small amount of capital necessary for the completion of these extraordinarily useful lines, and the large amount of traffic of all descriptions which they must undoubtedly appropriate, leave no room for question as to the profit on the working being probably greater than that upon any railway yet constructed in the United Kingdom.

The line will not doubt be opened for traffic within six months from commencement of works.

Applications made on annexed form, and accompanied by payment of £2 10s. on each share applied for, will be received by the company's bankers, the Alliance Bank (Limited), Bartholomew-lane, London, E.C.; or by the secretary, at the offices of the company, St. Clement's House, Clement's Lane, London, E.C., of whom prospectuses, with map and forms of application, can be obtained.

FORM OF APPLICATION.

To the Directors of the Gorsiedda Junction and Portmadoc Railways Company.
 Gentlemen,—Having paid to your bankers the sum of £2 10s., being a deposit of £2 10s. per share on my application for shares in the Gorsiedda Junction and Portmadoc Railways Company, I hereby request you to allot me that number of shares, and I agree to accept such shares, or any less number you may allot to me, and to pay the balance due thereon, and I authorise you to place my name on the register of shareholders in respect of such shares.

Usual signature
 Name in full
 Residence
 Date Profession or occupation

BALDWIN SILVER-LEAD MINING COMPANY **(LIMITED).**

ISLE OF MAN.

Capital £20,000, in 2000 shares of £10 each.

1119 of which are offered for subscription.

This mine is a progressive one, proved at a cost of £20,000 by private capitalists, who have disposed of their interest to this company for 600 paid-up shares, and will contribute for unpaid shares to the amount of £2510.

Prospectuses, with full particulars, may be had on application to the Secretary, T. B. COLLINGWOOD, Summercastle, Rochdale.

THE GARTCRAIG COAL AND FIRE-CLAY COMPANY (LIMITED).

Capital £50,000, in 5000 Shares of £10 each.

PAYABLE—£1 on application.

£2 on allotment.

£2 on 1st November.

£1 on 2nd January, 1873.

It is not expected that any further calls will be required; and, if required, two months' notice will be given.

DIRECTORS.

WM. HUNTER, Esq. (of Messrs. Wm. Hunter and Co., Engineers),
 Western Craig, Dennistown.
 G. WILKES, Esq., Clifton House, Baillieston.
 P. H. WILSON, Esq., Nitshill Chemical Works, Hurlet.
 J. CRAIGIE HACKETT, Esq., Younger of Cramond.
 A. YEATS, Esq., Coalmaster, Shettleston.
 J. F. BENNETT, Esq., Junior Carlton Club, London; and Western Club, Glasgow.

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THE NATIONAL BANK OF SCOTLAND, Glasgow, Edinburgh,
 London, and Branches.

SOLICITORS.

Messrs. GRAY and ROBERTSON, 108, West Regent street, Glasgow.

BROKERS.

Messrs. D. E. OUTRAM and MORISON, 24, St. Vincent place, Glasgow.

SECRETARY (pro tem.)—DAVID B. MACGREGOR, Esq.

TEMPORARY OFFICES,—51, WEST REGENT STREET, GLASGOW.

This company is formed for the purpose of acquiring the leases and working the valuable coal and fire-clay fields in the estates of Gartcraig, Lethamhill, and Frankfield, within two and a-half miles of the Monkland Canal Basin, and one mile from the Municipal Boundary of Glasgow.

A report from Mr. George Crookston, a Glasgow mining engineer of great experience, shows the quantity of coal on Gartcraig and Lethamhill to be 3,881,200 tons, and the fire-clay 7,608,600 tons.

The cost of raising in the two upper seams has been very moderate, and the terms of the leases are very favourable. A pit is now being sunk to reach the Kilnseam and Drumgray seams, in order to yield an output of coal, while the upper seam will be worked as at present, in conjunction with the fire-clay.

A fire-brick factory has been erected, and is now in full operation; it is capable of manufacturing 20,000 fire-bricks daily, besides other articles. It is proposed at once to extend the works for the manufacture of sewage pipes, &c. The works are new, and are on the banks of the Monkland Canal, and being so near Glasgow and the ironworks at Coatbridge, the rates of carriage are very moderate, and the junction with the Forth and Clyde Canal gives an outlet to the shipping ports on the East and West Coasts.

In addition to the Gartcraig coal fields and works, the company will acquire the Carlowan Colliery, which has been profitably worked for many years, and is now in working operation.

The only object being to obtain sufficient capital to develop and work these properties, the present lessees have agreed to transfer the whole of the leases, works, plant, &c., to the company for £15,000 in money, and 1000 paid-up shares in the company. They retain a large interest in the concern. They will have seats at the board, and the whole of the works will be, as at present, under the management of Mr. Yeats.

The directors do not wish to publish estimates of anticipated profits, but it will be seen from Mr. Crookston's report that a large output of coal and fire-clay, which will realise handsome profits, can be obtained by additional outlay. Mr. Crookston states that there is coal to sustain an output of 500 tons per day. At anything like the present prices of coal, such an output would yield very large profits; but a yield of 28 per cent., and an output of only 300 tons per day, which Mr. Crookston says can be got from the second pit alone, would pay over 17 per cent. on the capital proposed to be called up, independent of any profit from the fire-clay works, or from Carlowan Colliery, and these have always paid well, and are now yielding good profits. The directors propose to establish an ample reserve fund for contingencies, and in order to have the whole capital of the company intact on the expiration of the leases.

The capital has been fixed nominally at £50,000, but it is believed that £5 per share will be sufficient to erect the necessary buildings, sink pits, provide machinery, &c.; and if so, no further calls will be made.

In case no allotment is made, the deposit will be returned in full.

Copies of the Articles of Association and other information may be obtained at the office of the solicitors, and at the temporary offices of the company.

Detailed prospectuses, containing report by Mr. Crookston, engineer, and an analysis of the fire-clay by Dr. Wallace, and forms of application for shares, may be had at the bankers, the brokers, and at the temporary offices of the company.

M R J S M E R R Y,
ASSAYER AND ANALYTICAL CHEMIST,
8 WANSLEY.

ABRIDGED PROSPECTUS.

(Subscription List will be closed on Monday, Sept. 30th).

WEST CUMBERLAND IRON AND STEEL COMPANY (LIMITED).

Capital £600,000, in 24,000 shares of £25 each; of which it is intended to call up £20 per share, as follows:

On application	£ 2
On allotment	3
March 25, 1873	10
June 25, 1873	5

Interest at the rate of 5 per cent. per annum will be allowed on payments made in advance of calls.

DIRECTORS.

JOHN LANCASTER, Esq., M.P., Bilton Grange, Rugby.
 ISAAC FLETCHER, Esq., M.P., F.R.S., Tarnbank, Cockermouth.
 Lieut.-Col. A. GREEN THOMPSON, The Hollies, Keswick.
 GEORGE WILSON, Esq., Heron-hill, Hawick.
 THOMAS DRANE, Esq., C.E., Oakhurst, Cockermouth.
 CHAS. B. VIGNOLES, Esq., C.E., F.R.S., Duke-street, Westminster.
 SAMUEL LLOYD, Esq., Sparkbrook, Birmingham.

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 The CARLISLE CITY AND DISTRICT BANKING COMPANY, Carlisle, and Branches.

Messrs. HARGROVE, FOWLER, and BLUNT, 3, Victoria-street, and 44, Coleman-street, London.
 EDWARD WAUGH, Esq., Cockermouth.

AUDITORS.

Messrs. CHADWICKS, ADAMSON, COLLIER, and CO., 65, Moorgate-street, London, and 64, Cross-street, Manchester.

SECRETARY—MR. SEPTIMUS BOURNE, Worthington.

OFFICES OF THE COMPANY—NORTH-SIDE, WORKINGTON.

This company has been formed to purchase the West Cumberland Hematite Iron-works at Workington, and to extend and carry on the same.

The purchase includes the very advantageous contracts now running for the supply of material and the sale of pigs and plates, and which are to be transferred to the company as from the 30th September, 1872. The amount is payable by £150,000 in mortgage debentures, payable in five years, and bearing interest at 5 per cent. per annum, and the balance in cash by instalments.

The vendors will deposit with trustees the £150,000 mortgage debentures as a guarantee to that extent of an average of net profit from the present works of not less than 12½ per cent. per annum for five years, or a total of 62½ per cent. within a less period, upon the called-up share capital of the company, not exceeding £350,000.

It is proposed to expend about £100,000 in increasing the existing steel plant, after which the productive capacity of the whole works may be estimated to reach 300 tons of pig-iron, 400 tons of plates, and 1500 tons of steel rails per week. A profit of 10s. per ton upon pigs, and of 20s. per ton upon plates and rails, would thus yield a total profit of over £150,000 a year.

The company are to enter into possession of the works upon the 30th day of September, 1872.

The special features in favour of the company, and to which the attention of investors is particularly drawn, are:—

First,—That the continually increasing demand for Bessemer steel all over the world affords the promise of exceptional stability and permanence to the hematite trade.

Second,—That these works are (as the directors believe) more eligibly placed for the manufacture of Bessemer steel than any other.

Third,—That the company will enter at once upon an established and profitable business, instead of having to encounter the delays and difficulties, as well as the indefinite expenditure, involved in the construction of similar works, under the present abnormal conditions of trade and labour.

It is not necessary to point out examples of the success which has been attained by Bessemer steel works, and especially in the hematite district; but, as an illustration of the extraordinary development of the hematite trade generally, it may be mentioned that whereas 15 years ago the whole production of hematite pigs was not more than 10,000 tons per annum, the production this year is expected to reach a million of tons.

The following contract has been entered into, viz.:—

Contract dated September 30th, 1872, between William Fletcher, Esq., of the one part, and David Chadwick, Esq., M.P., on behalf of the company, of the other part. If no allotment be made, the deposit will be returned in full.

Copies of the above contract, of Mr. Armstrong's report, and of the Memorandum and Articles of Association of the company, may be seen on application to the solicitors of the company, or at the offices of Messrs. Chadwick, Adamson, Collier, and Co., 65, Moorgate-street, London, E.C.; or 64, Cross-street, Manchester, where copies of the prospectus and forms of application may be obtained.

NEW EAST WHEEL LOVELL TIN MINE,

BRITISH MINES.

wide, and worth 50s. per fathom; diving by six men, in 20s. per fathom; rising in 10 minutes. In the stopes in the back of the 48, stop of winze, the lode is from 5 to 6 ft. wide, and worth 30s. per fathom; stoping by six men, at 5s. per fathom.—**Bassett's Engine-Shaft:** The sumpten are now engaged casing and dividing the

For remainder of Foreign Mines, see to-day's Supplement.]

shaft from the 46 to the 61, taking out penthouse, &c., at the 46, but we are retarded a little in doing this in consequence of having an increased quantity of water coming out of the 46, east of shaft, which is draining the water from the eastern or flat-roof shaft at the rate of about 4 ft. in 24 hours; consequently, we are obliged to suspend the driving of the 46 and for a short time. In the 20, east of the eastern or flat-roof shaft, the lode is 1½ ft. wide, composed of flookan and spar, and producing munda, with spots of ore, driving by two men, at 2½ lbs. per fathom.

EXCELSIOR.—George Rickard, Sept. 25: The Holmsholm lode in the south adit level driving west continues to look very promising, but it is not quite so productive for tin as when passed through in the cross-cut. We have a very fine lode of tin before us in the new shaft, therefore we may reasonably expect a great improvement, as the drive is being extended in that direction.

EXMOUTH (Silver-lead).—John Cook, Sept. 23: Since my last report we have been driving towards the boundary south in a good lode, and are preparing to sink a winze in the bottom of our 13, where we have a good lode, and expect to open out ore ground. Dressing going on regular, crusher and railroad working well.

FLORENCE (Tin).—P. Floyd, John Searle, Sept. 24: Walter's Engine Shaft: Walter's engine shaft is sunk 40 fathoms below surface; the men are now engaged in putting in footway, &c., and when completed we shall at once resume the sinking below that level with all dispatch. The lode in the 30, driving east of said shaft, is 3 feet wide, and worth 10¢ per fathom; driving by four men, at 2½ lbs. per fathom. In a winze sinking below this level the lode is from 2 to 3 feet wide, and worth 8¢ per fathom; sinking by four men, at 3½ lbs. per fathom. In the 20, driving east, the lode is 4 feet wide, and worth 18¢ per fathom; driving by four men, at 3½ lbs. per fathom. In the west end of the same level the lode is 2 feet wide, producing a little tin, but not enough to value, but good indications for improvement. The pitches in the back of this level, both east and west of air shaft, are producing good average work for the stamps. Eliza's Engine Shaft: The lode in the 20, driving west of shaft, is 4 feet wide, and worth 20¢ per fathom; driving by eight men, at 10¢ per fathom; by extending this end 5 fms. we shall intersect Fisher's lode with Mill-pool standard. In the 20, driving east on Fisher's lode, the lode is 3 feet wide, producing average work for the stamps; driving by four men, at 4½ lbs. per fathom; about 10 fathoms behind this end we have set a pitch to four men, at 10¢ in 17. In the 19, driving west of shaft, the lode is 2 feet wide, and worth 6¢ per fathom; driving by four men, at 2½ lbs. per fathom. The lode in the deep adit end, driving west of Eliza's shaft, is 3 feet wide, and worth 20¢ per fathom; driving by four men, at 3½ lbs. per fathom. The lode in the 20, driving west of shaft, is 2 feet wide, and worth 6¢ per fathom; driving by two men, at 2½ lbs. per fathom. Our tributors are working well, and getting average wages. All other work is going on in a very satisfactory manner.

FLORENCE AND TONKIN.—W. Verran, Sept. 16: Having just come up from underground, I am pleased to be able to say that the different points of operation are progressing satisfactorily. We are getting on rapidly with the rise in the back of the 45, west of Saw's shaft, also in the same level, east of Saw's shaft, where we are cross-cutting through the lode, which appears to be large, and I hope will be found to be productive. The lode in the south side, which will be known in a day or two. The lode in the 25, east of shaft, which is beginning to show good stones of good quality ore. In the bottom level east of Verran's engine-shaft the lode is still large and ore, and likely to improve. We shall soon be able to put a pair of men to stop here. As Kelly Bray crusher is not in good trim, I think we had better wait for sampling until we get our own crusher fixed, and come in with a larger quantity, especially as the standard is so very low; and, perhaps, by that time there may be a rise in the price of copper.

FORTESCUE.—T. Phillips, Sept. 24: The flat-roof shaft is sinking by nine men, and good progress is being made; as soon as it attains a depth of 15 fms. we shall drive a level east to unwater the great tin bottoms on the counter, where it intersects Hardhead lode, said to be worth 200¢ per fathom. Hardhead lode, in the flat-roof shaft, is 4 ft. wide, worth 10¢ per fathom. Hosken's lode, in Hosken's shaft, is 5 ft. wide, worth 35¢ per fathom. The tributors are raising good tinny work from Phillips's branches. The building operations are being urged on as fast as possible, and matters generally are looking very well.

FRANK MILLS.—J. Cornish, F. Cornish, N. Addams, Sept. 25: In the 115 north the ground has rather improved, and we have now a branch of white ore, and very strong munda, with a kindly appearance to the ground. The lode in the rise and slope in back of the 105 is yielding 4 tons of ore, worth 10¢ per fathom. At the 95 east we are now cross cutting towards the south part of the lode to prove its value in that direction. The lode in the steps in the bottom of the 95, east of winze, is worth 12¢ per fathom. The lode in the rise and slope in the back of this level is worth 20¢ per fathom. The lode in the 82 east is improving in character, worth 4¢ per fathom. The lode in the steps in the bottom of the 70, east of Viant's winze, is worth 30¢ per fathom. The lode in the steps in the bottom of the same level, west of said winze, is worth 15¢ per fathom. All other points of operation are without change.

GORESDALE AND CLEVEY LEVEL.—Sept. 26: The adit level is now throwing out more water from the forebrest, and makes the ground spare for progress, but we cannot be far from the Goresdell vein. North Shaft: The driving has not yet intersected the Merilyn vein, but I have pleasure in reporting that I think we are close upon it. The ground is showing more spar, and evidently becoming under the influence of an east and west vein. East Goresdell: I am glad to say the lode in the 40 yards level east is improving for ore. The men out a barrowfull of very nice ore stuff yesterday afternoon from the forebrest. Hughes Shaft: We can now report that the forebrest of the 20 yards level going south is visible, and in a day or two we shall be at the desired point. The dead stuff from the clearing will all pay dressing.

GREAT MOUNTAIN.—John Fraser, Sept. 21: I am glad to inform you that the machinery has started and that the stone-breaker works well with the water-power. The dressing machinery works well; but, although at work every day, we find from time to time it is necessary to make slight alterations, so that it will be a few days before we can be considered in full swing. The man I have engaged to conduct the dressing, and who has held a similar situation at the Dyflife Mines, is very pleased with the appearance of our stuff, and anticipates good returns. I have had the new level dilled, and it will strike the lode 15 fms. below the No. 1. We have now only 20 fms. more to drive here, which will increase our returns.

GREAT NORTH CARADON.—Sept. 26: Since last week we have made fair progress with the shaft, and have also discovered the lead lode in a eastern pit, about 2 fms. deep; it is a beautiful lode, nearly 1 ft. wide, with splendid stones of lead. To day we have cut a lode in the adit cross-cut. We are only about 1 ft. through it, and what we can see of it is composed of rich gossan, with spots of munda; a most promising looking thing.

GREAT NORTH LAXEY.—John Horsley, Sept. 25: The lode in the 110 end continues about 3 ft. wide, made up of rock, quartz, and kindly looking spar, mixed with a little lead, but not sufficient to value. The sump sinking from the 96 north is down nearly 6 fms.; the lode is 4 ft. wide, and still worth about 1 ton of lead per fathom in the north end of the sump. The south end of the sump is not so good. The lead is fast dipping north. The north shaft, sinking below the 110, is down about 10½ fms.; the lode is 4 ft. wide, composed of rock and spar, and still yielding a little lead, but not enough to value. The steps in the roof of the 96 north are worth about ½ ton of lead per fathom. The steps in the roof of the 84 north are worth about 1½ ton of lead per fathom. The steps in the roof of the 73 north are worth about ½ ton of lead per fathom.

GREAT RETAILACK.—John Harris, Sept. 24: I set the adit end yesterday to drive east of the adit cross-cut. The lode in the end is composed of friable white iron, kila, &c., with patches of zinc-blende; the end is letting water, and I believe the old mine is fully drained by the Duchy and Peru engine. The air in the old engine-shaft is improving, as I was able to get down 6 fms. below the 20 yesterday.

GREAT ROCK.—J. Kemp, Sept. 26: I have started a cross-cut north about 8 fms. east of engine shaft, in the 38, in search of more lode on that side of us, but have seen nothing yet. The lode in the 38, in search of more lode on that side of us, but have seen nothing yet. The lode in the 38, in search of more lode on that side of us, but have seen nothing yet. The lode in the 38, in search of more lode on that side of us, but have seen nothing yet.

GREAT SOUTH CHIVERTON.—J. Nancarrow, N. Bryant, Sept. 26: The shaft-men are making good progress in sinking, and if the ground continues as it now is we shall be down to the 75 by next setting-day. The lode in the 60 west is 3 feet wide, and 1 likely to improve. We broke good stones of lead to day from the bottom of the end.

GWYDYR PARK.—W. Bennett, Sept. 24: The ground in the engine-shaft continues much the same as last week. The winze and slope continue to look well. We have 18 tons of lead ore clean, 1½ ton in course of cleaning, and 1 ton broken in underground.

HINGSTON DOWN CONSOLS.—J. Richards, Sept. 26: Bailey's Shaft: In the 140 west, the same favourable indications continue, and the part of the lode is still worth 1 ton of good ore per fathom. In the 130 west, east, and west of point of communication, the lode is further improved; it is a fine course of ore, worth 80¢ per fathom. In the slope in the bottom of the 110 west, the lode also maintains its size and value, and is worth 10¢ per fathom, at the present depressed standard for copper. In the 110 west we are still driving by the side of the lode. The lode in the slope in the back of the 110 west is worth 12¢ per fathom.

LLYNN PANDY.—Matthew Francis, Sept. 23: We cannot over-estimate the importance of the change which I reported to you on the 19th inst. Two or three days previous to that date the level cost for driving fully 6¢ per fathom, the cross-course being small, with no sticking that would admit even of the point of a pick, with scarcely any evidence of the change impending; it suddenly came, and the cross-course is now full 2½ ft. wide, picking ground throughout, with a firm hanging and heading. It has a settled character, and altogether has as masterly and imposing appearance as you could wish to see, and I shall be much surprised if I have not shortly something very good to report of it. Our setting-day is on Saturday next, when I shall be enabled to effect a great reduction in the cost of driving. The adit is now in more than 40 yards, and it is gaining cover rapidly. Our prospects are bright, such as to stamp the mine as the most promising in the district.

LYLWERNOG.—John Evans, Sept. 25: Engine-Shaft: The 72 west continues to look well, and produces fully 25 cwt. of ore per fathom. In the 72, east of shaft, the lode is disordered by a cross joint coming in at the end, but is looking strong, is spotted with lead ore inside this joint, and, from appearances, expect further improvement after driving a little further. The lode in the winze in the bottom of the 62, and in the bottom of the 50, produces on an average 1 ton of ore per fathom each.

MELLANEAR.—Edmund Rogers, Sept. 23: The mine continues to look well. In the 86 the lode is worth 4 tons of ore per fathom, although the end is not yet out of the influence of the cross-course. In the 78 fm. level end the lode is worth 6 to 7 tons of ore per fathom, and no north or south wall—a fine lode. We have now three stops in the back of this level, worth on an average fully 7 tons of ore per fathom. No other change to report.

NANGLEES.—J. Rowe, Sept. 25: We have the following bargains working underground. The deep adit to drive and slope east of Derick shaft, by six men, price 37½ cwt. per fathom; lode 5 feet wide, worth 8¢ per fathom. The middle adit is driven east at 37½ cwt. per fathom, with four men; lode 5 feet wide, worth 6¢ per fathom. The middle adit is driven west of Derick shaft with four men, at 37½ cwt. per fathom; lode 4 feet wide, worth 5¢ per fathom, with more lode standing north. We have four men stopping the back of the middle adit, east of Derick shaft, at 27½ cwt. per fathom; lode 6 feet wide, worth 10¢ per fathom. Over the shallow adit we have four men taking down the north part of the lode, the south part being taken away by the old men. The part we are working on is 4 feet wide; we can send the lode to surface for 27½ cwt. per fathom. The lode is worth from 4¢ to 6¢ per fathom. There is a large quantity of this lode to take down from the north side of the old lode working, and being only 12 fathoms below surface, we can send it to stamps for a small sum per fathom. The air being laid in the deep adit cross-cut, south of Jenkins's shaft, we have put the four men to make a place for air-pipes; when these are fixed we shall resume the cross-cut intended to cut Deebie's lode, which made a large quantity of tin in the western part of our mine. In order to explore the jack lode east of Jenkins's shaft, we are obliged to sink a shaft for air; we have about 20 fathoms to sink to hole to the old workings; we hope to sink this shaft for 5¢ per fathom; when the communication is made we shall have first-rate ventilation to work on the jack lode, and the great tin lode east of Jenkins's shaft. At surface we have been busy building the flue for the calciner, and got to say we shall be finished to-day. We have laid the flue for the calciner, and got to say we shall be finished to-day. We shall very soon commence calcining our whites. We have a large heap waiting for the calciner. We have 24 heads of stamps working, and we are just keeping them in full work with the present number of men which we have underground. In a week or two we shall finish two additional puddles on our dressing-floor. Then we shall put another 12 heads of stamps to work, and hope to make good monthly returns of tin. Our stamping-engine is working well, but the cost of working it is double what it would have been 18 months since. The price of coal is double, and on the whole, not so good in quality.

NEW CROW HILL.—The lode in the 24, east of shaft, is still rather hard for driving.

NEW DOLCOATH.—J. Vivian and Son, N. Clymo, Sept. 26: Old Main Lode: In the 140, east of east shaft, the lode is 1½ ft. wide, yielding good tinstone.—Old South Lode: In the 140, west of east shaft, the lode is increasing in size, and looking likely to become more productive of copper ore than it has been for some time, yielding at present about 1½ ton of good ore per fathom. In the rise over the last named level, now up 4 fms., the lode is 2 ft. wide, and yields about 3½ tons of copper ore per fathom.—New South Lode: We have four parties of men stopping tin-stuff in the back of the 120, west of cross-cut, the lode being worth on an average about 15¢ per fathom. We hope to communicate this winze to the 86 by the lode in the 1½ ft. wide, composed principally of ferruginous gossan, containing spots of copper ore. The steam-hammer stamper has worked, and the tinstuff appears to be delivered through the grate of the proper size, but the machine requires some alterations before it can be tested effectually. The parcel of copper ore, computed to be 44 tons, sampled last week, will be sold on Oct. 3 next.

NEW GREAT CONSOLS.—Richard Pryor, James Thomas, James Williams, Sept. 23: Phillips's Engine Shaft: The 56 cross-cut south is letting out a quantity of water. The lode in the 56, west of shaft, on the north part, is still worth 20¢ per fathom. The winze sinking below the 74, on the north part of the lode, is worth 15¢ per fathom. We hope to communicate this winze to the 86 by the lode in this month, which will place us in a good position. All other tinwork bargains throughout the mine are without change to notice since our last report.

NEW HINGSTON.—G. Rowe, G. Rickard, Sept. 26: The various operations in the underground department are being pushed on with the utmost dispatch, and the productive points continue to yield their usual quantities of tin. Every exertion is being made to have an increased quantity of tin for sale in October.

NEW ROSEWARNE.—J. James, J. Rule, Sept. 21: There is no change to notice in this mine since last reported. The flat rods to Bickford's shaft are nearly complete; also the shaft rods. We hope to be ready to work in the course of next week. The pump is now doing well, and meeting our expectations, and we shall light the fire in the new burning-house on Monday next.

NEW ROSEWARNE.—John James, Joseph Rule, Sept. 25: The 67 fm. level, driving west, is producing a little tin, and kindly in appearance; the slope in back of this level on north lode is worth 25¢ per fathom. The 58 west is disordered, containing more kila than usual; the slopes east and west of the 58 rise are each worth 40¢ per fathom; the slopes in the back of same level on north lode are much as last reported, worth 12¢ per fathom. In driving west of 46 winze, towards the 58 rise, the lode is worth about 10¢ per fathom; the slopes in the back of the 46 are looking well, worth respectively 45¢ and 40¢ per fathom; the 46, driving east, is worth 45¢ per fathom, and we have no change to notice in our operations at the 34 fm. level. The stamps are working well, and thus far they prove themselves to be quite equal to 18 heads of ordinary stamps; we think rather more.

NEW WHEEL TOWAN.—Richard Pryor, Sept. 25: The clearing out of foundation for engine-house is about completed, and the house set to build at 65, 24, per perch, the taker to supply, raise, and carry all stone, sand, &c. The building of the house will be pushed on with all possible speed, as we expect the engine and boiler will soon be on the mine.

NORTH CROFTY.—Joseph Vivian and Son, William Thomas, Sept. 26: We have fixed the pump, and have now commenced driving the engine shaft under this level in a lode composed of flookan, peach, and spar. In the 220, west of Petherick's shaft, the lode is large, and producing saving work for tin. In the winze sinking under the 208 west the lode is worth 20¢ per fathom. In the 208 west the lode is worth 25¢ per fathom. There is no change in the 196 west or the 183 east worthy of notice.

NORTH LOVELL.—J. Rowe, Sept. 24: We have holed the rise with the winze, where we have been trying to make the communication of the 30 with the 22 on No. 1 lode. The ventilation is very good now; we have put six men to stop the back of the 30, east of the rise in the lode, worth 6¢ per fathom; price for stopping, 2¢ per fathom. The new shaft, now being driven, is 30 west, with six men, lode worth 6¢ per fathom, price for stopping, 34¢ per fathom. We have no change to notice in our operations at the 34 fm. level. We have two men stopping the back of the 22 on No. 1 lode, lode worth 4¢ per fathom, price for stopping, 2¢ per fathom. With the prospects of getting cheaper labour and material, I have not thought it wise to increase our underground labourers before we catch up some of our tinstuff which we have at surface, all ready for the stamps. We have erected a good 12-head stamps; all the stamp heads are in their places waiting for a full supply of water; our water has fallen off considerably during the last month, so much so that we have not been able to work more than three heads of stamps. I expect a full supply of water in about a month at surface, and we have then prepared for the burning-house. The masons are building in the calciner a new furnace. Our cost is considerably increased, owing to the very high price of coal, timber, and labour cost.

NORTH POOL.—Sept. 26: In the engine-shaft the water is increasing, and there is more white iron containing rich patches of copper ore than we have ever seen before; this is very encouraging and induces us to think that we shall in all probability have a good lode in the shaft before long. In Ballarat shaft we are now making fair progress in sinking, the lode being 4 ft. wide, of the same composition as we have reported it to be for some time past; there is, however, an additional part dropping into it from the north, composed of pryan with rich spots of copper ore. In the 12 fm. level, at the old mine, the lode is 2 feet wide, producing more copper than before.

NORTH TANKERVILLE.—John R. Powning, Sept. 25: The sinking of the engine-shaft below the 14 is going on steadily by six men, working two shifts. Since Hope Valley engine has started to work the water in this mine has greatly decreased—so much so, that we find it necessary to let our engine stand over the last part of the night, to have a supply of water for condensing. We have but very little water now in sinking the shaft, but the ground continues hard and spare for progress.—West End: This end is now being driven by four men. There is no part of the engine in the water of the lode or country rock. The tributors working over the road are at level west of engine-shaft have met with some fine lumps of lead ore this week.

OLD BATHONES.—A. Waters, Sept. 26: We had drained the mine to within 3½ fms. of the bottom, when the plunger-lift which is fixed there failed, owing, we suppose, to the filling up of the cistern by the debris which must have gone into the shaft during the years the mine was suspended. We are now dropping a new pump, and hope to start the engine some time on Saturday. We hope to have the water out to the bottom by the end of next week. There is a strong, wide lode to work upon in the 48, and a certain prospect of finding the same lode standing by the side of the 60, driven by the old company.

OLD BOTTLE HILL.—J. Edry, Sept. 26: Josiah Shaft: The lode in the 24 still continues its size, 18 ft. wide, and producing good stamp work. The lode in the 25, east of shaft, is about the same size, producing saving work.—Rowe's Shaft: The lode east of shaft, in the 38, is turning out good work for tin; in the same, west of shaft, we are driving by the side of the lode. We intend in the course of another week to cut through it to prove its value.

PARRY'S MOUNTAIN.—T. Mitchell, Sept. 26: There is no change in either of the ends since my last report. The several stops on the Carreg-y-doll lode are yielding as usual. The new stop at the 89 is looking better, now yielding 6 tons of ore per fathom. We sampled this week 10 tons of copper ore, and 40 tons of precipitate.

PEDN-AN-DREA UNITED.—William Tregey, W. Price, J. Pope, Sept. 21: Sump: The water is at the back of the 120. We have repaired the broken rods here, and I the balance-bob at the 100, packed the 120 plunger-pole, and expect to connect the same and set it to work between this and Monday morning, after which we expect to fork speedily.—Cobbler's: In the 110 west lode (Martin's) is worth 10¢ per fathom.—Street: In the 47 fathom level, east end (Skinner's north) the lode is worth 10¢ per fathom. The lode in the winze in the 47 east (north) is worth 10¢ per fathom. Cartozzo's: In the 90 east the lode is worth 12¢ per fathom. In the 90 west the lode is worth 10¢ per fathom. In the 80 east the lode is worth 12¢ per fathom. In the 80 west the lode is worth 10¢ per fathom. In the 70

east the lode is worth 14¢ per fathom. In the 70 west the lode is worth 10¢ per fathom. In the 60 east the lode is worth 6¢ per fathom. In the 60 west the lode is worth 12¢ per fathom. In the 60 west winze the lode is worth 14¢ per fathom. In the 55 east the lode is worth 12¢ per fathom. In the 55 west the lode is worth 12¢ per fathom. In the 55 west rise the lode is worth 9¢ per fathom. Critchley's: This new sump-shaft progress is being made. We sold on Wednesday last (18th inst.) at Trethella ridge, 10 tons 8 cwt. 3 qrs. 27 lbs. of black tin, at 91½. 10s. per ton—556½. 2s. 8d. and cur.

PENHALL.—S. Bennett's, W. Higgings, Sept. 21: The 70 west is producing saving work, the slopes above and below this level are much the same as last reported. The 54 west is worth 6¢ per fathom. In the 50 south, on the eastern cross-course, portion of the lode has just been cut into, but so far as seen it is poor. The eastern portion of the lode has just been cut into, but so far as seen it is poor. The eastern portion of the lode has just been cut into, but so far as seen it is poor. The eastern portion of the lode has just been cut into, but so far as seen it is poor.

PENHALE WHEEL YOR.—W. H. Martin, Sept. 25: The shaftmen this week are making fair progress in sinking for bearer and cistern, and for fixing the necessary pitwork preparatory for sinking below the 170. No change in any other point of operation to notice since last advised.

PENNERLEY.—W. T. Harris, J. Delbridge, Sept. 24: Engine Shaft: The lode in the 139, driving west, is 1 ft. wide, composed of carbonate of lime and lead, a kindly looking lode, and we are looking for an improvement as we drive forward. This level is driven east; the lode is much disordered, but the branches of carbonate of lime contain nice stones of lead; and as they come together we have to doubt a good deposit of lead will be the result. A little water issues from the end; of lead per fathom. This level, driving west on the Warm Water lode, is worth 1 ton of lead per fathom; at this point the lode is small, but we consider it only temporary. In the level above there is a splendid lode gone down in advance of this driving. The level driving east on this lode is worth 1 ton of lead per fathom. In the 60 the winze sinking on the Warm Water lode is worth 1½ ton of lead per fathom, and promising for an improvement. In the 40, at No. 1 winze, sinking in the bottom of the 30, east of flat-roof shaft, is worth 15¢ per fathom, and the rise over the 45 fm. 17, west of Sarahl's, is producing tinstuff of a low quality.

PENNYN.—W. Johns, Sept. 24: We are still forcing on the 30 fm. level cross-cut south, east of engine-shaft, but no signs of the lode so far. The ground is hard for progress. A full party of men are engaged sinking the flat-roof shaft below the 40 fm. level, in which the lode is split up in branches, and not containing any ore to value. In the 30, east of this shaft, the lode is about 1 ft. wide, principally spar, with occasionally spots of lead and blende.

PENSTRUTHAL CONSOLS.—John Kendall, J. Michell, Sept. 26: The lode in Highburrow engine-shaft is worth for tin 80¢ per fathom. In the 10, east of this shaft, the lode is worth 25¢ per fathom. The lode in the adit level, west of shaft, is worth 10¢ per fathom. At Green's engine-shaft the lode is worth 40¢ per fathom. The lode in Richardson's shaft, which last week we reported worth 30¢ per fathom, is now worth 40¢ per fathom, and presents indications of still further increasing in value. Chy lode, at the adit level, is worth 40¢ per fathom. All other explorations are being carried on with vigour.

PERKINS BEACH.—E. Davies, Sept. 26: In pump-sump we have broken down about 10 tons of ore from the roof since the 19th inst., and we shall continue to stop it away before sinking on the side of the tramway in, and to all appearance, a good ore as we formerly had. In the bottom of this sump we have reached a more settled state of ground, with lime-spar 2 ft. wide, increasing in width as we drive westward; at times this is spotted with lead. We have besides two leaders of lead one inch wide, a strong indication of coming from a larger body. The rise in No. 2 counter winze being now laid open, and properly ventilated, we are cutting plat preparatory to sinking on the east run of ore, which we left so long. The south cross-cut is still more mineralised with lime-spar and munda than it ever has been previously, and probably will so continue until the lode is reached; the mineralised character of the ground through which we are passing demonstrates that a powerful lode exists south of us.

PERRAN CONSOLS.—J. Nance, Sept. 25: Flat-roof Shaft: We are not in a position yet to resume the driving of the levels east and west of shaft, but shall do so as soon as possible, the extra quantity of stuff coming from sinking Hallett's shaft, the other parts we are preparing against we start the engine to work is sufficient for us to keep with the other run of work. Hallett's Shaft: We are pushing on this shaft with all possible dispatch; we have met with a change of ground more favourable for sinking, and with its future continuance good progress will be made for the remaining part of the sink. The men cutting ground for the angle-bob are progressing satisfactorily, and will finish in time for the other work in the shaft. The engineers are busy in fixing the posts belonging to the engine; the boilers are set in their place to-day, and the masons will at once close up around them. There is not anything new in any other part of the mine since last report.

PERRAN WHEEL YOR.—W. Perry, Sept. 26: Since my report of last week we have driven over 3 fms. in a beautiful channel of ground, which is easier for driving than it was; we have now driven from shaft 14 fms.; the lode has considerably improved in appearance since my last; we have seen some fine lead in the floor. I broke myself to-day, when underground, a quantity of jack, with lead intermixed. We have met with some gossan this week, and I think there can be no doubt of our making discoveries as we approach the intersection of the lode with the counter. All other operations without change.

PHENIX (Silver-lead).—Richard Pryor, Sept. 25: During the past week the shaftmen have been engaged in clearing the engine-shaft below the 30, which lode we hope to get through by the end of this week. No other change has taken place worthy of attention since our last report. Friday next being our pay and setting, a full report shall be sent you.

PRINCE OF WALES.—J. Gifford, F. Phillips, Sept. 23: In the 90 east we are not yet out of the influence of the cross-course. In the 90 west we thought last week we had discovered the south wall of the lode, but we find we have no more lode in that direction. It is composed chiefly of arsenical munda and copper ore, but not to value. In the 77 both east and west there is no lode taken down, nor in the 65 east. In the 65 west the lode is from 1½ to 2 ft. wide, chiefly of arsenical munda, and a little copper ore—a very promising end. The slopes and tributors pitches are not looking so well as last week. There is no change in the tin department.—Silver Department: We are making good progress in sinking, and find occasional stones containing a little silver.

PRINCESS OF WALES.—T. Foote, G. Rickard, Sept. 25: The ground in the 50 cross-cut, driving north of Harris's shaft, is much the same in character as stated in last week's report. It continues of a very promising nature for the production of mineral. The water is increasing as the drive is being extended, which we regard as a favourable indication that the lode is not a great way off.

REAFADDA.—Samuel Cock, Sept. 23: We can now let down the kibble through the new shaft to the end of deep adit. We have to widen the level and make a solar, &c., for more room, and have now commenced driving the lode on the north and south lode from the new shaft, when we have driven 10 fathoms or two I shall be able to tell of the value of the lode. I shall put four men to rise on the east and west lode over the part of it where Mr. Readwin got that large stone of rich ore which he sent to the office in Manchester. The driving from the end on the branch of ore dipping into the east and west lode is suspended while enlarging the deep adit end, the other two workings being of equal, if not of greater, importance, as from them we shall soon have a good pile of ore at surface.

REDMOOR.—J. Gifford, Sept. 24: Saturday last being our general setting-day the following bargains were set:—The new engine-shaft to sink by nine men, set the month, at 13¢ per fathom; lode in the 220, west of Petherick's shaft, the lode is large, and producing saving work for tin. In the winze sinking under the 208 west the lode is worth 20¢ per fathom. In the 208 west the lode is worth 25¢ per fathom. There is no change in the 196 west or the 183 east worthy of notice.

RESTRONGTUN TUN STREAM.—Sept. 25: Our bargains were re-set on Saturday last. The cross-cut to drive east of Harris's shaft, at 30, lode, per fathom, 7 shillings, or the month. The end to drive north in the tin ground, to four men, at 15¢ per fathom, 11 fathoms, or the month: the slope of gravel is about 2 ft. 6 in. The end to drive west, by six men, at 17½ lbs. per fathom, 16 fathoms, or the month. We are sorry to say in driving west we got into old workings, where the gravel has been taken away by the former workers, but as it is dry, and not at all difficult to work, we purpose driving a few fathoms to ascertain the extent of the old workings.

RHYDALFOLG.—Jas. Dunkin, Sept. 25: The lode in the back of the 25 fm. level stops is 4 ft. wide, and will produce 3 tons of blende and ½ ton of lead ore. The slopes in the back of the 15 are the same as last week, and the same as last week. The dressing I am pushing on as fast as possible with the pair I have, and the nature of the weather, which is very bad this week for rain.

ROMAN GRAVELS.—A. Waters, Sept. 26: We have not yet intersected the Roman vein in the 95 cross-cut east, but the men are pushing forward to it with fair speed. The 80 south, on Roman, as well as the 80 south on the east lode, continue to open profitable ore ground. The other points of operation are, on the whole, just as reported a month ago, and looking of course, very well indeed. The new shaft from surface is going down as usual. We have thoroughly repaired the horse-whim shaft from top to bottom, and are now putting in ladder-way, there to command a second entrance to the mine, as well as to keep the draught-way in connection with the underground clear. We have also made the deep adit from the engine-shaft to West Tankerville boundary, work that was much needed, and could not be left until winter. The mine is now in first-rate trim for future development. The bed-plate of the engine, the cylinder, and other heavy parts are in their places. We shall deliver 100 tons of the last sale of lead ore this week, and shall have the lot away by Wednesday next.

ROSEWALL HILL AND RANSOM UNITED.—J. Daniel, Wm. Bugelhole, Sept. 25: We have no particular change to notice in any of our underground operations for the past week.

ROSEWARNE UNITED.—John James, Sept. 25: We are clearing the adit below the engine-shaft, and shall proceed to open shafts in the eastern part of the sett, in order to secure the adit.

SOUTH CONDURROW.—J. Vivian and Son, H. Abraham, Sept. 26: We have about 2½ fathoms more of debris to clear in King's shaft to reach the 93 fm. level. In the 82, west of King's shaft, the lode is not so large as it has been, being now 5 feet wide, and worth about 60¢ per fathom. In the same level, east of cross-cut, we are carrying a width of 6 feet of the lode, which is worth about 40¢ per fathom. In the 71, west of King's shaft, we are carrying a part of the lode about 7½ fms. wide, which is worth about 50¢ per fathom. In the No. 1 winze, sinking under the 71 fm. level, and now down 10 fathoms, the lode is worth 40¢ per fathom. In the No. 2 winze, sinking under the same level, the lode is worth about 80¢ per fathom. In the winze sinking under the 61 fm. level, west of Vivian's shaft, the lode is 3 feet wide, and worth about 35¢ per fathom. In the 51, west of King's shaft, the ends east and west of cross-cut, and the rise over the same, are worth about 20¢ per fathom each. In the 10, east of new shaft, the lode is about 2 feet wide, and worth about 8¢ per fathom. In the shallow adit, west of Plantation shaft, the lode is 1 ft. wide, and worth about 5¢ per fathom. In the same level, now up 4 fathoms, the lode is 1 foot wide, and worth about 14¢ per fathom. The new eni

With this week's Journal a SUPPLEMENTAL SHEET is given, containing: Mr. Warrington Smyth's Lectures at the Royal School of Mines—Scotch Iron Trade, No. XVII.—New Scheme for Draining the South Staffordshire Coal Field—Institution of Civil Engineers—Meetings of the Thornhill Reef Gold, Hellen Sulphur, Britanny, Great East Fockdale, Mold, Bedford Consols, Exmouth Silver-Lead, North Lane, and Tin Valley Mining Companies—Foreign Mining and Metallurgy—Foreign Mines Reports—Patent Matters, &c.—Original Correspondence: New Coal Mines Inspection Act: Coal Getting by Machinery: Irish Coal Supply: Mining in North Staffordshire (J. Bromley); Cornish Mines, and Drilling Machines: Copper Mines, and Copper Ores (F. W. Mansell); N. Ennor's Views on Practical Mining: St. Just, near Penzance (R. Symonds); Wheel Grenville (J. Watson); Tin in the Caradon District: Grogwinion Lead Mining Company: Boundary Question—South Crofty and East Pool (J. Maynard); South and West Franches; Aberdun Lead Mining Company: Great North Laxey; East Llangynog; Neglected Investments: Anglo-Brazilian and Sao Vicente Gold Mining Companies; Eberhardt and Aurora Mining Company; Richmond Consolidated Mining Company; Utah and Richmond Mines; Pestarens Gold Mining Company, &c.

ROOKHOPE VALLEY.—The works progress here as well as the present general deficiency of labour will allow. The 15 and 25 fathom levels have been driven 60 fms. through ore ground by the present company, none of which has been touched by stoping or tribute, and is, therefore, all in reserve. The present returns, 30 tons per month, came from the old ground, and when the additional jiggings-machines ordered are at work considerably larger monthly sales will be made, and these are likely to be still further and materially increased when the next level is reached and driven on a little way. The shaft is already down 8 fms. below the 25, and at 10 fathoms deeper the level will be driven. A steam-engine for hauling has been purchased, and will be at work in two or three weeks, leaving the present engine for pumping and crushing. The present company has sold since the middle of May 165 tons of lead ore for 212*l.*, but it is estimated that not one-quarter of the quantity of ore discovered during that time has been worked away.

MOLD MINES.—This company has been unfortunately debarred from prosecuting the lower workings in the Cathole Mine from increased water by the floods for some months past, especially at a time when their prospects were evidently improving, and that had dry weather favoured their operations they would, in all probability, have increased their returns as to realise profits. If the committee formed at the meeting introduce a bold and practicable scheme to raise not only adequate capital for placing a pumping engine and pitwork at Gwern-y-mynydd, but also a sufficient capital for carrying out the development of an extensive plant, which this property no doubt will command, being properly handled, would place it in a favourable position for a permanent investment. Gwern-y-mynydd seems to be a favourite run of ground, and every encouragement should be given by the lords to meet increased pumping charges. The present company, if ably supported, will be quite capable, under such a direction, who, having carried out the large works successfully at Cathole Mine, will with their increased experience have the necessary plant erected at Gwern-y-mynydd with the same care and judgment. Few boards have given so much personal attention in an undertaking as this board has, and it is from no fault of theirs that success has not yet attended their efforts.

GORSIEDD AND CELYN LEVEL.—This mine has much improved since last report. The Merilyn vein is likely to be out in a few days. Two points have commenced yielding lead ore.

BURROW AND BUTSON.—The agents report most favourably on the discovery of valuable black ore east of their central cross-course. Their report will be found, in *extenso*, among our Mining Correspondence.

BALLYCUMMISK.—We are informed by the secretary of this company that nearly 100 tons of copper ore are now ready for market, awaiting shipment per Vesper, at present on a voyage to the mines with coals: 63 tons were sold by this company at the Swansea Ticketing on Sept. 17, a portion realising 17*l.* per ton.

VAN CONSOLS.—The important communications between Gundry's and Little's shafts has been effected. The telegram received yesterday, announcing this fact, is as follows:—"All right, mid-level, ground holed this morning: great relief." The whole of this great distance of ground can now be worked dry. The report which appears in another column, is the most encouraging ever yet received from the mine.

PERRAN WHEAL VYVYAN.—Since attention was last drawn to this mine an improvement of considerable importance has taken place in the level driving east on the West Chiverton lode. The encouraging feature in connection with this improvement is that lead is being found not only intermixed with blende but also in the flocon, which is looked upon in this (the West Chiverton district) as one of the best indications of meeting with large deposits of silver-lead in depth. The agents of the neighbouring mines are fully alive to the importance of this discovery, and are constantly visiting the mine.

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The Mining Market: Prices of Metals, Ores, &c.

METAL MARKET—LONDON, SEPT. 27, 1872.

COPPER.		IRON.	
Best selected...p. ton	95 0 0	Bars Welsh, in London	12 10 0
Tough oak and tile.	93 0 0	Do. to arrive	12 10 0
Sheeting & sheets.	97 0 0-100 0 0	Nail rods	5 0 0
Boils	100 0 0	Staffs, in London	14 10 0-15 0 0
Bottoms	101 0 0-103 0 0	Bars, ditto	15 10 0
Old	80 0 0-85 0 0	Hoops, ditto	16 10 0
Burra Burra	91 0 0-95 0 0	Bars, at works	14 0 0-14 10 0
Wire	0 10 0-0 11 0	Hoops, ditto	15 10 0
Tubes	0 10 0-0 11 0	Sheets, single	13 10 0
BRASS.		Pig No. 1, in Wales	7 0 0-7 10 0
Sheet	9 1/4-10 1/4	Refined metal, ditto	7 0 0-8 0 0
Wire	10 1/4-11 1/4	Bars, common, ditto	12 0 0
Tubes	10 1/4-11 1/4	Do., mch. Tynes or Tees	12 10 0
Yellow metal sheeting	8 1/4-8 1/2	Do., railway, in Wales	11 5 0-11 10 0
Sheet	8 1/4-8 1/2	Do., Swed. in London	15 0 0-16 0 0
SILVER.		Do. to arrive	15 0 0-16 0 0
Foreign on the spot	22 10 0-23 0 0	Pig No. 1, in Clyde	6 10 0-8 5 0
to arrive	22 10 0-23 0 0	Do., f.o.b. Tynes or Tees	5 0 0
ZINC.		Do., Nos. 3, 4, f.o.b., do.	5 0 0
In sheets	27 10 0-30 0 0	Railway chairs	5 5 0-6 0 0
QUICKSILVER (p. bot.)	12 10 0	spikes	12 10 0-14 0 0
TIN.		Indian Charcoal Pigs,	7 0 0-8 0 0
English blocks	£155 0 0	in London, p. ton	7 0 0-8 0 0
Do., bars (in brls.)	156 0 0	STEEL.	
Do., refined	167 0 0-158 0 0	Swed., in kegs (rolled)	17 0 0
Bars	161 0 0-161 0 0	Ditto (hammered)	18 10 0
Straits	145 0 0-147 0 0	Ditto, in faggots	18 10 0-19 0 0
TIN-PLATES.		English, spring	23 0 0-25 0 0
IC Charcoal, 1st qua.	£29 4 0-2 6 0	LEAD.	
IX Do., 1st quality	2 10 0-2 14 0	English Pig, com.	20 10 0
IC Do., 2d quality	2 4 0	Ditto, L.B.	20 10 0-20 15 0
IX Do., 2d quality	2 11 0	Ditto, W.B.	21 10 0-22 0 0
IC Coke	2 0 0-2 1 0	Ditto, sheet	21 10 0-21 15 0
IX Ditto	2 7 0-2 8 0	Ditto, red lead	23 10 0-24 0 0
Canada plates, p. ton	30 0 0	Ditto, white	27 10 0-29 10 0
Ditto, at works	26 0 0-28 0 0	Ditto, patent shot	23 10 0-24 0 0
At the works, 1 <i>s.</i> to 1 <i>s.</i> 6 <i>d.</i> per box less.		Spanish	20 0 0
Terne-plates 2 <i>s.</i> per box below tin-plates of similar brand.		Add 6 <i>s.</i> for each X.	

[Quotations for white lead last week should have been 28*l.* to 30*l.*, being 28*l.* for dry and 30*l.* for ground.]

REMARKS.—The markets generally have been rather unsteady, and prices have undergone some fluctuation. The shipping trade has considerably fallen off, and this, in combination with the increasing dearth of money, has created great depression. To-day, however, a slightly better tone prevails, and a partial recovery is perceptible in quotations. Our market lately has suffered from various failures of several dealers and speculators, some of which had been expected, as it was pretty well known, that without much background to fall back upon, men of small means had entered into engagements which they were wholly unable to meet. The holdings of such persons having passed into the hands of others more capable, greater steadiness may be looked for, and the reduction in prices which has taken place may also facilitate a return to renewed activity.

COPPER.—Throughout the week the position of this metal has been far from satisfactory. Day by day a drooping tendency has been observable, and each day's transactions, some of which have been for considerable quantities, have been quoted at a fall upon those of the day previous. The impression appeared to gain ground that large quantities of copper were held in weak hands, and that as prompts fell in there would be difficulty in settling up differences. The correctness of these surmises has been proved by the fact of certain engagements not having been met. The comparatively low prices at which such parcels have been put upon the market have been bought, and the channels into which they have fallen, has imparted some steadiness to the market, which was further increased by the announcement of the charterers from Chili for the last fortnight in August, which are as follows:—

Bars and ingots for England.....Tons 200
Ores and regulus....." 100
Bars for the Continent....." 140-160

Lots brand had met with buyers at 80*l.*, and good ordinary brands up to 82*l.* cash, but since then the tone of the market has considerably improved, so that closing quotations, which are the highest, are 84*l.* to 85*l.*; Chili bars and Wallaroo, 91*l.* to 93*l.*; business done in Chili, 83*l.* net. Consumptive demand is still at a very low ebb. Orders from the East still fail to come in. Stocks at Liverpool and Swansea show a material increase as compared with those of the corresponding period of last year; and, so long as this state of things continues, any marked improvement may be expected to be long in coming. On the other hand, it may be observed that our English mines, as a rule, are not now working at a profit. Some are threatened with closing down, and others are suffering from the emigration of the miners. All feel in a greater or less degree the effect of the enhanced value of labour and material.

IRON.—Considerable fluctuations have occurred in this market during the week, and reports have varied very much from various districts; in some firmness has been the characteristic, while a downward tendency has been observable in others. The Middlesbrough market has maintained a stable position. There is no indication of weakness in the price for finished iron, and Cleveland pig-iron is very firm. The price for No. 3, early delivery, is about 11*l.*, and at a reduction of 8*s.* or 10*s.* per ton makers are prepared to enter into contracts for forward delivery. Makers' books are well filled with orders at such prices as render them indifferent about entering further orders, except at full rates, and at such deliveries may be convenient to themselves; and as buyers are rather disposed to be of opinion that prices may before long rule in their favour, the result is that fresh business is restricted within narrow limits. One of the difficulties with which the ironmasters have had to contend has been the short supply of fuel. This has in measure ceased, and smelting and manufacturing operations are being pushed forward with greater energy. The fact that new furnaces are still in course of construction is indicative of the opinion held that, notwithstanding the possibility of lower prices ruling in future, the manufacture of iron in the North of England is viewed as likely to continue profitable, and to increase. Great efforts are being made to ship off foreign orders, and considerable clearances have been made for the Baltic. A great business is being done in the sale of the raw material, and no anxiety is felt for the future of this department of the trade, as it is generally levelled that large orders are waiting to be given out, but are held back in the hope that they may be put in at lower quotations than those now ruling.

The main support of the trade generally is to be found in orders for railway material. High prices have effectually restricted the home trade. The object of existing railway companies has been to incur as little expense as possible either in repairs or extensions, while new projects have for the time being shelved. But a large area in many foreign countries still remains to be covered with railroads, and the price to which iron is selling in this kind of trade was, perhaps, the first to experience inconvenience from the advance in prices of the raw material and labour; and it becomes a question whether, after all, the shipping trade may not revert to a much greater extent than was thought likely to wooden vessels once more. Fresh orders for iron ships are not coming in, and those now on hand are being rapidly completed. The report from South Wales indicates rather less activity than of late, but this, it is said, is attributable to two causes—first, that the autumn is generally somewhat of a slack period; and, secondly, that, owing to the freight, stocks have accumulated at the shipping ports, and shipments have not been so large as was expected. An important business has been done with America during the spring and summer, but this has come very much to an end, and will not, probably, be resumed to any considerable extent until the turn of the year. The opinion of parties chiefly interested in the iron trade is divided in this district, much as in the North.

Buyers hope for and expect a diminution in price, and sellers being moderately supplied with present orders are unwilling to believe in the prognostications of a decline; holding to the opinion that in the face of so important an advance as has been established in raw material, and labour, and fuel, any serious decline in the value of finished iron is not likely. The current prevailing opinion, however, among those most conversant with the shipping trade, and able to take an un-biased view, is that before the end of the year lower quotations will have become generally accepted. In Scotch pig-iron considerable fluctuations have taken place during the week. The warrant market has been dull, partly owing to the increase in Bank rate and the slight decrease in shipments. The price receded to 12*l.*, and as suddenly rebounded to 13*l.* 6*s.* 6*d.* buyers, and 13*l.* 9*s.* 6*d.* sellers. At the same time, open contracts for delivery during the current year have been made at 10*l.* 6*s.* 6*d.* The price of Staffordshire iron will probably be reduced at the quarterly meeting with the list houses are offering iron at about the rate of the makers' books generally; and it may be viewed as a fair criterion of the probable course which may be adopted at the meeting. The feeling of dissatisfaction among buyers at the continuance of the high prices which have ruled for some time past has grown to such a point that some concession on the part of sellers must be made in order to obtain orders. Swedish iron is not quite so firm, and Indian specifications are offering at 15*l.* 15*s.*, ex ship in the Thames.

LEAD.—The market keeps steady, but no change of importance has occurred to require any particular comment.

SILVER. has been done at 22*l.* 10*s.* for Silesian. Hard is in less request, and prices are easy. Sellers of leading brands are not willing to make more than a slight concession.

ZINC.—The 120 tons offered at public sale yesterday fetched 26*l.* 15*s.* to 27*l.*, net cash on delivery.

TIN-PLATES.—Several of the works are now out on strike, and others are only working half-time. The demand has fallen off, and sellers are prepared to entertain orders at somewhat lower figures.

STEEL.—In foreign there is no change in either demand or value. English remains firm.

QUICKSILVER.—Sellers continue to quote as before, but very few orders are given out.

TIN.—The market for tin has varied considerably during the week. Straits was disposed of at one time as low as 145*l.*, from which time the market gathered strength, and buyers were willing to operate at

146*l.* until to-day, when further business was transacted at a higher price, and 148*l.* was realised. As the time draws nearer for the Dutch sales, more further improvement may be effected in the price of Straits. Owing to the failure during the week of large operators, who have been neglecting the market for some time past, greater confidence will prevail, and the metal may be expected to rise and fall more upon its own merits than has been the case while a series of transactions have been taking place which were not to be explained by any apparent cause.

IRON TRADE.—(Griffiths's Weekly Report).—We have to report a considerable advance in Scotch pig-iron. The market at Glasgow closes 12*l.* 6*d.*, on the lowest price of the week. The demand is principally on the Glasgow market. Little business doing at the Lombard in Scotch this week. All kinds of iron is quiet, with less animation than for some weeks past. The merchants generally have the impression that makers of finished iron will reduce their prices, and in the hope of benefiting by a reduced scale without all the specifications they possibly can from the market. The business done this week has been mostly in sheets of tin gauges, best bars and plates, for the northern ports of Europe, all wanted before the navigation closes. There are some good orders in this week for galvanised sheets of the Gossip Oak brand for the Melbourne market, and although, as above stated, makers are held back, some good orders for galvanised sheet-iron for Melbourne and Russia for the best brands have been given out this week. The demand for tin-plates is less active, and although merchants are steadily shipping to France and Germany the business in plate is not so active. States appears to be considerably curtailed. It is thought by some that the same causes which keep back makers for iron are operating on tin-plates in so far as the American market is concerned. We have no change to report in the value of pig-iron. In Middlesbrough and Staffordshire raw material continues very scarce, the pig makers having their hands full with present contracts, but very little fresh business is being done between makers and manufacturers at all the iron-making centres of England. This is easily accounted for—both pig makers and manufacturers are under engagements for some months to come, and until the market assumes a more decided aspect we do not expect a large business in pig-iron either in Middlesbrough, Wales, or Staffordshire.

The great demand this year upon the stocks in store on the Clyde has given a firm tone to the market in Glasgow, and the manufacturers here are now more disposed to increase their stocks of the raw material than the makers on this side of the Tweed. With regard to manufactured iron, the market is more unsettled for second-class qualities than it was last week. It appears that a general feeling exists in the Black Country among the large buyers, cut-nail makers, wrought-nail makers, gas-tube makers, hurdle makers, the galvanisers, chain and cable, and others, to withhold their orders, and as the second-class makers depend to a great extent upon these large buyers, the efforts of this class to force down prices have been to a great extent successful, but whether any declared reduction will take place it is impossible to say. It was rumoured at Wolverhampton last Wednesday that circulars offering iron at reduced prices would be issued the next day; at present we have not seen any in London, and if this should be the case the action of second-class makers will not affect the price of the leading houses, which remain firm at 16*l.* per ton for bars. It is true some of the second-class houses are pressing for orders, but while the market is so unsettled it is not likely that they will agree to a reduction in their present list prices. The rail market continues steady; the makers being all well off for orders and not disposed to submit to any considerable reduction in prices.—Cannon-street, London.

COPPER.—Messrs. James and Shakspears.—Importers of furnace material have entirely withdrawn from the market; our quotations must, therefore, be taken as only representing the approximate value if they desired to sell. About 1200 tons bars have sold on cash terms at gradually declining values, nearly the whole being of Urmeneta or good ordinary brands; and the lowest figures which transpired were 80*l.* for Lots, 82*l.* for ordinary marks, and 83*l.* for Urmeneta, but it is believed that some g.o.b.s. were sold at 81*l.* for immediate cash. At the close there were buyers of Urmeneta and ordinary brands at 82*l.*, sellers asking 10*l.* per ton more. The few figures somewhat at variance with the general scale owing to the uncertainty as to the quantity likely to be pressed for sale. There is little doubt that smelters' and consumers' stocks of metal are much below their holdings at the commencement of the year, and they are neither of them inclined to dispose freely of their produce without being able to cover in at once with raw material; the market, therefore, is in a rather sensitive condition, and though sales are difficult to effect purchasers suffer under a corresponding disadvantage, and any special demand can hardly be executed at what may be called current values. A small quantity of Wallaroo is reported at 93*l.* 10*s.*, but the actual selling rates are about those given in our list. On the 20 inst. English was officially reduced 10*l.* per ton, making tough 93*l.*, select 95*l.*, sheets 100*l.*, and bringing, therefore, the previously nominal rates to those virtually ruling. Since that date a good business has been done at smelters' prices, and there is still a fair enquiry.

MESSRS. VIVIAN, YOUNGER, AND BOND.—The smelters' reduction of 10*l.* per ton on Friday last, coming, as it did, upon a market already flat and uncertain from the causes above mentioned, only served to increase the general depression and the difficulty of selling at current rates. Good ordinary brands of Chili bars seemed alone to attract buyers, and about 1000 tons changed hands at various prices from 57*l.* down to 53*l.*. Transactions in fine foreign very limited, at 95*l.* to 93*l.*, Wallaroo and Burra cake. Manufactured can be bought 2*l.* under quotations, but for tough and best selected there is a moderate demand, with here and there a second-hand lot to be bought cheap. Japan tins sold at equal to 57*l.* 10*s.*

A fall of 5*l.* per ton in the price of tin early in the week affected the MINING SHARE MARKET adversely, and several shares declined in price. The preparations for the fortnightly settlement have also interfered with general business. The mines mostly dealt in have been New Rosewarne, Treleigh Wood, Wheel Grenville, Van Consols, Rookhope, East Lovell, Great Vor, Hingston Down, Cam Brea, Prince of Wales, West Franches, and a few others. Van Consols largely dealt in at 4 1/2 to 5, and leave off at 4 1/2 to 5 1/2; the mine is steadily improving. St. Agnes Consols, 3 1/2 to 3 3/4; South Kitty, 2 1/2 to 3; New Wheel Charlotte, 2 to 3. Excelsior, 10*s.* to 15*s.*; the lode in the shaft is reported to be worth 100*l.* per fathom. A large number of shares have changed hands during the week.

Wheel Grenville shares have been weaker, and leave off 9 1/2 to 10; at the meeting, on Thursday, the accounts, taking credit for tin ore sales on the 25th (1217*l.* 12*s.* 9*d.*), and charging up the costs to July only, showed a balance of 866*l.* 9*s.* 6*d.*, out of which a dividend of 2*s.* 6*d.* per share (617*l.* 7*s.* 6*d.*) was declared, leaving 219*l.* 2*s.* in hand. The August cost, due two days after the meeting, is charged among the liabilities, 950*l.*; also due to merchants, 555*l.* 3*s.* 6*d.*. The assets consist of tin ores (computed), to be sold a month hence, 1130*l.*, thus showing balance of assets over liabilities of 511*l.* 6*s.* The tin ores sold during the quarter realised 3767*l.* 1*s.* 6*d.*. The agents' report states that the South Condurrow lode has been cut into at the 140 fm. level cross-cut 2 1/2 fathoms, and is producing good tin, but they are not able at present to put any value upon it. It is, however, of the same character as in South Condurrow, though it will take some time yet to cut through it and ascertain its value. In the North shaft, which is completed to the 120, the lode is worth 7*l.* per fathom. In conclusion, they state that although they do not at present set any value on the lode intersected in the 140 fm. level cross-cut, yet, seeing that in South Condurrow the north part of the lode is the richest, they consider the indications already presented warrant them in expecting something good as they drive through the lode; and should this prove to be the case it will considerably enhance the value of the mine, and make it a permanent property.

West Basset, 10 to 11, call paid; at the meeting held on the mine, on Thursday, a call of 6*s.* 8*d.* was made; the report was very satisfactory. West Franches, 10 1/2 to 11 1/2; the agents report that the 94 fathom level, west of Pascoe's shaft, in South Franches, has been driven into their sett 37 fathoms 1 foot, and that the ore taken away must have been of considerable value. They have also reason to believe that several deeper levels are driven in. Great Laxey, 13 to 13 1/2; the accounts to be presented to the general meeting, to be held in the Isle of Man on Oct. 9, show sales of lead ore, from Feb. 2 to August 2, of 700 tons, realising 16,262*l.* 16*s.*; blende, 1572 tons, 7364*l.* 4*s.*; ores in hand, 2264*l.* 2*s.*; total income (including balance in hand last meeting, 1780*l.* 17*s.* 4*d.*), 23,915*l.* 8*s.* 4*d.*, against an expenditure of 22,840*l.* 7*s.* 7*d.*; showing a profit of 4075*l.* 0*s.* 91*d.*. The statement of liabilities and assets shows a balance of assets of 2422*l.* 4*s.* 4*d.*

Wheel Lucy, 30*s.* to 40*s.*; at the meeting, yesterday, the accounts for four months ending August showed a cash balance in hand of 209*l.* 11*s.* 8*d.*, and liabilities over assets of 824*l.* 17*s.* 8*d.*. The tin sold realised 4087*l.* 10*s.* 6*d.*. The shares were subdivided into 5000ths, and a call of 4*s.* per share was made. North Rosewarne, 2 1/2 to 3 1/2; at the meeting, on Tuesday, the accounts showed liabilities over assets of 604*l.* 13*s.* 4*d.*, and a call of 1*l.* per share was made. The engine will go to work in about three weeks, when the agent hopes to find good mineral ground to work upon; and the estimated cost to carry out the necessary operations for the coming three months is about 800*l.*. Bog, 1 1/2 to 2; Cam Brea flat, at 155 to 160; Cook's Kitchen, 24 to 25; Dolcoath, 70 to 75; East Basset, 27 to 29; East Caradon, 44 to 50; East Chiverton, 10*s.* to 15*s.*; East Lovell, 14 1/2 to 16; East Pool, 17 to 18; East Van, 8 1/2 to 8 3/4; Gawton, 3 1/2 to 4; Great Caradon, 10*s.* to 20*s.*; Great Wheel Vor, 4 1/2 to 5 1/2; Herodfoot shares are flat, at 20 to 22; Hingston Down, 6 1/2 to 6 3/4; Marko Valley, 4 1/2 to 5 1/2; Medlyn Moor, 70 to 80; Nanjiles, 10*s.* to 20*s.*; New Dolcoath, 4 to 4 1/2; New Rosewarne, 6 to 6 1/2; North Crofty, 15*s.* to 20*s.*; North Levant, 16 to 17; North Lovell, 4 to 4 1/2; Parys Mountain, 2 to 2 1/2; Penhalls, 3 1/2 to 4; Pennerley, 2 1/2 to 3; Perkins Beach, 17*s.* 6*d.* to 22*s.* 6*d.*; Plymington, 1 1/2 to 1 3/4; Prince of Wales, 9*s.* to 11*s.*; Providence Mines, 23 to 25; cum div. of 10*s.*; Roman Gravels, 17 to 18; Rookhope Valley, 2 1/2 to 3; Rose United, 1 1/2 to 1 3/4; Rosewall Hill and Ransom United, 20*s.* to 22*s.* 0*d.*; South Cam Brea, 3 1/2 to 3 3/4; South Caradon, 200 to 220; South

GLASGOW AND CAPE BRETON (NOVA SCOTIA) COAL AND RAILWAY COMPANY (LIMITED).

Authorised share capital, in 20,000 shares of £10 each... £200,000
 Subscribed and paid-up 11,532 shares 115,320
 Debentures for ten years, at 6 per cent, with right of
 conversion into shares in three years 20,000
 Present issue:—
 Debentures for ten years, at 7 per cent. interest 30,000

The directors of the above company are prepared to receive applications for £24,000, the balance of £30,000 debentures issued in pursuance of a resolution passed at the general meeting of the company on the 16th August last.

A sum of £130,000 has been spent on the 20 miles of railway, land, Fairlie, and other engines, rolling-stock, piers, buildings, opening mine, raising coal, and complete mine machinery.

The first issue of £20,000 six per cent. debentures forms a primary lien upon the railway, colliery, and all and several the company's property.

The present issue of £30,000 seven per cent. debentures, ranking next, is offered at £95 per £100 debenture.

The line from the Reserve to Sydney (10 miles) has been running since July; the remaining 10 miles to Schooner Pond is nearly completed, and will, as stated by the manager, be opened during next month.

A large quantity of coal has been raised, over 5000 tons sold at different ports, and the two steamers temporarily chartered by the company are in full employ.

The company's agent reports that the "Reserve" coal has given universal satisfaction, extensive orders are in hand for this Fall, and contracts in readiness for next year.

The rise in the price of coal in England has induced many steamship owners to order their vessels to coal on the other side for the home voyage. The company are receiving applications frequently to supply steamers at Sydney, and have already contracted to coal three vessels at a remunerative figure; a very large and regular trade is promised for the coming spring.

The above £24,000 debentures will be allotted on payment of £10 on each £100 bond applied for, and the balance of £85 on the 8th October, when the bonds will be ready for delivery.

The bonds will be issued with interest coupons, payable half-yearly at the company's bankers, on 1st March and 1st September.

Forms of application can be had at the company's offices, 5, Great Winchester-street-buildings, London, E.C.

27th September, 1872. WALTER WRIGHT, Secretary.

ROYAL SCHOOL OF MINES.

DEPARTMENT OF SCIENCE AND ART.
 During the Twenty-second Session, 1872-73, which will commence on the 1st of October, the following COURSES OF LECTURES and PRACTICAL DEMONSTRATIONS will be given:—

- 1.—CHEMISTRY..... By E. FRANKLAND, Ph.D., F.R.S.
- 2.—METALLURGY..... By JOHN PERCY, M.D., F.R.S.
- 3.—NATURAL HISTORY..... By T. H. HUXLEY, LL.D., F.R.S.
- 4.—MINERALOGY..... By WASHINGTON W. SMYTH, M.A., F.R.S.
- 5.—MINING..... By A. C. RAMSAY, LL.D., F.R.S.
- 6.—GEOLOGY..... By FREDERICK GUTHRIE, Ph.D., F.R.S.
- 7.—APPLIED MECHANICS..... By T. M. GOODRIE, M.A.
- 8.—PHYSICS..... By FREDERICK GUTHRIE, Ph.D., F.R.S.
- 9.—MECHANICAL DRAWING..... By Rev. J. H. EDGAR, M.A.

The fee for students desirous of becoming associates is £30 in one sum, on entrance, or two annual payments of £20, exclusive of the laboratories.
 Pupils are received in the Chemical Laboratory, under the direction of Dr. Frankland, and in the Metallurgical Laboratory, under the direction of Dr. Percy. These Laboratories will be re-opened on October 1st.

Tickets to separate Courses of Lectures are issued at £3 and £4 each.
 Officers in the Queen's Service, Her Majesty's Consuls, Acting Mining Agents and Managers, may obtain tickets at reduced price.
 Science Teachers are also admitted to the lectures at reduced fees.

His Royal Highness the Prince of Wales grants Two Scholarships, and several others have also been established by Government.

For a prospectus and information apply to the Registrar, Royal School of Mines, Jermyn-street, London, S.W.
 TRENHAM REEKS, Registrar.

NOTE.—By order of the Lords of the Committee of Council on Education, the instruction in Chemistry, Physics, Natural History, will be given in the New Buildings, in the Exhibition-road, South Kensington.

COLLEGE OF PHYSICAL SCIENCE,

NEWCASTLE-UPON-TYNE.
 IN CONNECTION WITH THE UNIVERSITY OF DURHAM.

The SESSION will COMMENCE on the 7th OCTOBER, 1872, and will be divided into the Michaelmas, Epiphany, and Easter Terms.

CLASSES.	Fee.
MATHEMATICS..... W. STEADMAN ALDIS, M.A.....	£5 5 0 a session.
PHYSICS..... A. S. HERSCHEL, B.A., F.R.S.....	5 5 0 "
CHEMISTRY..... A. FRIEDRICH MARRICK, M.A.....	5 5 0 "
GEOLOGY..... DAVID PAGE, LL.D., F.R.S.....	5 5 0 "
NATURAL PHILOSOPHY..... S. WATSON, M.A.....	2 2 0 "
GREEK AND LATIN..... J. B. BULMER, B.B.....	2 2 0 a term.
ENGLISH HISTORY..... J. ATKINSON, B.B.....	2 2 0 "
ENGLISH LITERATURE..... J. ATKINSON, B.B.....	2 2 0 "
FRENCH, GERMAN, and MECHANICAL DRAWING, each	0 10 6 "

Students must have attained the age of Fifteen Years. No preliminary examination is required.

In addition to the class fees students will be required to pay an entrance fee of £1 1s. Students who do not enter more than two classes may commute this on payment of 7s. for each class.

Students desirous of studying the whole of the first four subjects may compound for the class fees by payment of £17 17s. This will be the only composition fee allowed.

Full particulars respecting the Examinations, Associateship of the College, Laboratory Regulations, Scholarships, Exhibitions, Evening Classes, Hours of Attendance, &c., will be found in the prospectus of the College, to be had free on application to
 Mr. THEO. WOOD BUNNING,
 Secretary to the College.

TECHNICAL EDUCATION.

SCIENCE AND ART DEPARTMENT.

ROYAL COLLEGE OF SCIENCE FOR IRELAND,

STEPHEN'S GREEN, DUBLIN.

THIS COLLEGE SUPPLIES, as far as practicable, a COMPLETE COURSE OF INSTRUCTION IN SCIENCE, applicable to the INDUSTRIAL ARTS, especially those which may be classed broadly under the head of CHEMICAL MANUFACTURES, MINING, ENGINEERING, and AGRICULTURE.

A Diploma of Associate of the College is granted at the end of the Three Years' Course.

There are Four Royal Scholarships, of the value of £50 each yearly, with free education, including Laboratory Instruction, tenable for two years. Two become vacant each year. They are given to Students who have been a year in the college. The fees are £2 for each course, or £10 for all the courses of each year, with the exception of Laboratory, the fee for which is £12 for the full course of nine months.

SUBJECTS OF INSTRUCTION.
 Applied Mathematics, Mechanism and Machinery, Descriptive Geometry, Geometrical and Mechanical Drawing, Experimental Physics, Chemistry (Theoretical and Practical), Botany, Zoology, Geology and Palaeontology, Mining, Surveying, Agriculture.

The Session commences on MONDAY, October 7th.

Programme may be obtained on application to the Secretary, Royal College of Science, Stephen's Green, Dublin.

FREDERICK J. SIDNEY, LL.D., Secretary

Notices to Correspondents.

*. Much inconvenience having arisen in consequence of several of the Numbers during the past year being out of print, we recommend that the Journal should be filed on receipt: it then forms an accumulating useful work of reference.

PUBLISHERS—"K." (Kensington).—The prices and all information as to where this material will be obtainable will, no doubt, be advertised in the course of a few weeks.

SOUTH FRANCES.—I was much pleased to see your article and reasoning a few weeks since on the above mine, when, in the heat of anxiety, shareholders were frightened out of their shares by unscrupulous "actors" in the market. Seeing shares advertised I applied, and, after a quibble, received contract-note for some as the purchaser, and was requested to send a draft for them, and the transfer will be duly sent. The contract-note is dated the 12th, they were paid for on the 13th, but no transfer has yet arrived. The seller wishes me to believe it is the rule of the Stock Exchange to receive payment for the shares on the signing of the contract, and send the transfer a fortnight after. This will certainly show what means have been taken to depress the market, and I should be glad to see all such transactions published.—A SHAREHOLDER.

PAWTON IRON MINE.—I have seen "Hematite Ore's" letter in the Supplement to last week's Journal, in reference to this mine. I am here on business, and have no time to reply to day, but will do so next week.—THOMAS PARKYN: Queen's Hotel, Birmingham, Sept. 26.

RECEIVED—"S. P."—"Observer"—"J. D."—"J. H. R."—"H. S. C."—"J. B."—"P. N. W."—"H. C." (next week).—"W. A."—"J. R."—"J. S."—"E. J."—"E. F."—"F. C."—"J. H. R."—"T. W. C."—"Observer"—"T. B."—"H. V."—"J. B." (Bow).—"A. S."—"H. Knapp (Nevada).

THE MINING JOURNAL, Railway and Commercial Gazette.

LONDON, SEPTEMBER 23, 1872.

RAILWAY IRON ABROAD.

The foreign demand for railway iron is maintained better, perhaps than could have been anticipated. Foreign consumers appear to have discovered that iron is just now dear all over the world, and that they may just as well come to England for it, after all. The American demand has fallen off it is true, but the consumption has increased in other quarters, and the exports from the United Kingdom in August presented, as a whole, some advance. The export movement, month by month, during the first eight months of the last three years was as follows:—

Month.	1870.	1871.	1872.
January.....Tons	68,652	40,502	59,848
February.....	73,369	52,223	71,361
March.....	67,130	81,751	70,112
April.....	96,876	77,663	77,940
May.....	131,208	120,997	87,617
June.....	125,474	103,052	81,164
July.....	106,892	88,281	84,563
August.....	88,632	98,369	94,982
Total.....	758,233	662,841	627,587

Certainly, the exports to Aug. 31, this year, show, as a whole, some falling off, but still they have kept up better than might, perhaps, have been anticipated under all the circumstances, and especially in view of the great price of iron at the present juncture. This great price is reflected in the fact that the 627,587 tons of railway iron exported in the eight months ending Aug. 31, this year, were valued at £6,417,466, while the 662,841 tons exported in the corresponding period of 1871 were valued at £5,340,299, the 758,233 tons exported in the corresponding period of 1870 being priced at £6,180,382. It will thus be seen that while the exports in the first eight months of this year were 130,646 tons less than the exports for the corresponding period of 1870, the value was positively 237,084, the more.

One curious feature in the August returns is the revival in the Russian demand. The Czar's Government has been doing all it can, and not unsuccessfully, to develop the metallurgical resources of Russia, but, in consequence of the comparative scarcity of iron this year in all countries, the Russians have shown more disposition of late to purchase iron in Great Britain. The production of Belgium is so fully engaged that no material supplies can be obtained from that quarter at present, and Russian purchases have been, perforce, increasing in England. In August we exported to Russia 21,468 tons of railway iron, against 11,095 tons in August, 1871, and 23,152 tons in August, 1870. In the eight months ending Aug. 31, this year, the aggregate exports did not, however, exceed 48,941 tons, as compared with 65,634 tons in the corresponding period of 1871, and 163,700 tons in the corresponding period of 1870. Although the exports of railway iron from the United States declined in August, they exhibit some progress for the first eight months of this year, in which they amounted to 340,321 tons, against 235,162 tons in the corresponding period of 1871, and 279,616 tons in the corresponding period of 1870. To Aug. 31, this year, the United States would seem to have paid us no less than 3,309,921, as compared with 2,536,249, in the corresponding period of 1871, and 2,147,166, in the corresponding period of 1870. Canadian consumption has been steadily extending, so that Canada has this year been our second-best foreign and colonial customer. Thus while the exports to Canada in the first eight months of 1870 were 25,001 tons, and 48,114 tons in the first eight months of 1871, they rose in the first eight months of 1872 to 59,050 tons. The Indian demand presented a slight revival in August, but has been, upon the whole, extremely languid this year, the exports to India to Aug. 31 having been only 10,209 tons, against 29,233 tons in the corresponding period of 1871, and 122,798 tons in the corresponding period of 1870. The exports to the Australian colonies and New Zealand have been gradually creeping up of late, having amounted in August to 1993 tons, against 630 tons in August, 1871, and 727 tons in August, 1870, while in the eight months ending Aug. 31 this year the aggregate exports were 14,577 tons, against 11,382 tons in the corresponding period of 1871, and 6023 tons in the corresponding period of 1870. If we contrast the exports of our railway iron to the Canadian and Australasian colonies in the first eight months of this year with the exports in the corresponding period of 1872, we shall find that the colonial demand is increasing very materially in importance. The figures stand thus:—

	To Aug. 31, 1870.	To Aug. 31, 1872.
Exports to Canadian colonies.....Tons	25,001	59,050
Exports to Australasian colonies.....	6,023	14,577
Total.....	31,024	73,627

The augmentation in the first eight months of 1872, as compared with the corresponding period of 1870, was accordingly no less than 42,603 tons. The Australian demand seems likely to be increased by the vigour which is certain to be impressed upon the prosecution of Australian railways by the prosperity which the Antipodean colonies have secured through the utilisation of Australian meat, the development of the Australian wool trade, and the progress of Australian population and wealth. In New Zealand Messrs. BROGDEN promise to commence with energy several lines of more or less importance, and that highly progressive colony seems likely to absorb considerable quantities of railway matériel during the next half-a-dozen years, unless Antipodean enterprise should be extinguished by excessively high prices.

EXPORT COAL TRADE.—The exports of coal from the United Kingdom in August amounted to 1,278,805 tons, as compared with 1,267,950 tons in August, 1871, and 1,151,201 tons in August, 1870. In these totals the exports to France figured for 140,361 tons, against 183,040 tons in August, 1871, and 229,811 tons in August, 1870; and those to Germany for 246,993 tons, against 259,761 tons in the corresponding period of 1871, and 19,991 tons in the corresponding period of 1870. The aggregate exports in the first eight months of this year were 8,889,118 tons, against 8,104,818 tons in the corresponding period of 1871, and 7,851,174 tons in the corresponding period of 1870. In these totals the exports to Germany figured for 1,436,265 tons, against 1,603,007 tons and 1,006,805 tons respectively; and those to France for 1,514,319 tons, against 1,225,149 tons and 1,642,608 tons respectively

The exports have increased to Sweden, Denmark, Holland, France, Spain, Italy, and Brazil; but they have decreased to Russia, Germany, and British India. The value of the coal exported from the United Kingdom in August was 1,120,279, as compared with 609,336, in August, 1871, and 564,936, in August, 1870; and in the eight months ending Aug. 31 this year 5,940,785, against 3,881,111, in the corresponding period of 1871, and 3,750,344, in 1870.

OUR COMMERCE IN METALS.

The returns of the Board of Trade show clearly that our commercial prosperity has met with no check. Our imports for August were for purposes of consumption, irrespective of what was imported for exportation: 29,897,273, against about half a million less last year in the same month. For the eight months of the year, ending with August, our imports were of the declared value of 235,028,328, as compared with 217,634,700, in the corresponding period of last year, and the much smaller amount for the same extent of time in 1870 of 188,230,529.

Our exports of British and Irish produce for August month were 24,557,502, about 2½ millions (round numbers) more than in that month of the previous, and about 7½ millions more than in the August before that. For the eight months of this year our exports were 167,166,636, compared with 143,677,206, in the corresponding period of the year before, and 131,643,368, during the first eight months of 1870.

In these mighty figures of imports and exports what place is taken by our metal trade? We imported for consumption during August nearly three-fourths of a million worth of copper, about 100,000, more than in that month of 1871, and nearly 200,000, more than in August 1870. For the eight months of this year elapsed the amount was 4,028,580, about 150,000, more than in the same period the previous year, and more than 1¼ million more than in the year 1870.

Besides copper, we largely imported copper ore. In the eight months half a million, a considerable advance on each of the preceding years, but during August this import fell away 20 per cent. from the previous cargoes, and was only two-thirds of that by which the former was preceded. Of regulus the import was for the eight months 832,840, 30 per cent. over the previous year. During August nearly seven times as much was taken as in the August before. During the eight months the regulus imported was worth 832,840, one-third more than in the corresponding period of the year preceding, but a little less than the year before. Unwrought and part wrought copper was imported in August to the estimated value of nearly a quarter of a million, 100,000, less than the August before. For the eight months close upon 3 millions, 1½ million more than in the corresponding period last year, and 1½ million (round numbers) more than in August, 1870. Our exports of copper, unwrought in ingots, cakes, or slabs, amounted in the month to the value of 131,000, a little less than last year, five times more than in August, 1870. For the eight months the sum is nearly a million, vastly exceeding previous years. Copper wrought or unmanufactured, unenumerated for the eight months, close upon three-fourths or a million. These statistics tell their own tale about copper.

The imports of iron and steel for consumption were, of course, more contracted, we being producers of those commodities so extensively. Taking iron and steel together, we imported in August to the declared value of over a quarter of a million, very much more than in the corresponding months of preceding years. The increase is also very great upon the eight months, in which we imported to the value of 1,330,669. Our iron and steel exports are perfectly marvellous. Pig-iron in August was exported at double the rate of the August before, and five times the rate of the August before that. During the eight months it was 4,365,046, more than double the corresponding period last year, and nearly three times as much as that of the year before. In many other descriptions, bar, angle, bolt and rod, railroad, &c., the advance has been proportionate; and the vast total is for the month 3,634,739, and for the eight months 22,967,346. The increase of August bore its full proportion to that of the eight months, which amounted, as compared with 1871, to about 6 millions. This is perfectly an aggrandisement of eminence, which may be said to have been previously inconceivable.

Our imports of lead (the quietest of all metals) were for the eight months 1,131,845. Our exports were much less—658,570.

The imports of pyrites of iron, or copper, or sulphur ore were for the eight months 1,043,449. The imports of quicksilver were very great, but they very properly appear small in the No. 1 table, and what became of all we got appears elsewhere under its appropriate head. During the eight months we actually imported for consumption 333,098. Of tin we got from abroad during August 1,292,492, about 150,000, less in value than the August before, but a great deal more than twice as much the August before that. Our exports were in the eight months considerably over half a million.

The large exports of materials into which metals largely entered would not be an appropriate item under the subject of this article, but they are well deserving of separate, and even elaborate, notice, which at a convenient season we will give them.

The mineral productions non-metallic of the United Kingdom are also vast, and deserve separate notice; we cannot crowd them into one article. It is our purpose, however, to give our readers a clear, simple, succinct view of our trade in metals and minerals, as it is and prospectively, as our information may warrant us in giving an opinion.

It is obvious from the tables to which we have referred, and there are other and most important tables seldom referred to, almost never quoted, which will bear out our statement, that our trade in metals has swelled to a vast magnitude, and forms one of the great items of our prosperity and power.

MINE DRAINAGE.—The growing scarcity of coal and iron making minerals in the districts in which they have been a long time worked causes increased attention to be given to the leading impediments that operate to the diminishing of the supply. Chief of these is accumulated water. All the districts have considerable tracts of minerals drowned out. Complete and comprehensive drainage schemes are the need of every colliery field the kingdom through. Nowhere is such a scheme needed more than in South Staffordshire. There separate localities have for some time past been kept free of water in an impeding quantity by mutual arrangement entered into between the colliery proprietors. To certain of these schemes attention has from time to time been drawn in the Mining Journal as the periods embraced in old agreements have expired, and it has become necessary for new compacts to be entered into. Mention has been made of the drainage of the Tipton "pond," and of the joint-stock compact by which the Old Hill district is pumped; and more recently it was pointed out that leading coal and iron masters had begun work that it seemed probable would develop itself into an agreement for draining a considerable extent of colliery ground known locally as the Willenhall neighbourhood. In advertising these separate undertakings we have spoken of the numerous other portions of the South Staffordshire and East Worcestershire basin, which eminently need that there should be similar arrangements between the different proprietors of the property affected. Colliery proprietors and colliery managers in the part of the kingdom of which we speak need not to be reminded of the accumulations of water there are at Bilston, Great Bridge, The Brades, Bromley, Kingswinford, West Bromwich, and other localities. Information now reaches us that men who have long felt the necessity for legislative interposition or of some aggregate movement to release the water-logged collieries of South Staffordshire and East Worcestershire have begun to move with much earnestness, desiring that by compulsion, or by agreement upon terms profitable to all, a vigorous effort should be at once made to benefit the owner and the consumer together. The movement is one in every way to be commended, and we wish it all possible success; but it is one fraught with immense difficulty. Past failures in adjusting individual liabilities and comparative losses by the prevalence of the water in that and other coal winning centres should not intimidate. That some such work calls for urgency every ironmaster and other large consumers of fuel and minerals in Mid-

England knows only full well. But for the water difficulty the yield of ironstone in South Staffordshire would not have fallen off within a comparatively few years to hardly more than a tithe of what it was. While the larger scheme is being debated we are happy to know that the plan in connection with which the name of Mr. Jas. Laxton, mining engineer, of West Bromwich, was some time ago mentioned, continues to progress, and that soon all mechanical arrangements will have been completed for draining a tract of splendid Thick coal at West Bromwich. As to the extensive project it is in every way to be desired that Mr. E. B. Marten, C.E., of Stourbridge, should be consulted before any complete plan is resolved upon. What that gentleman has done in such a matter has more than once been referred to in the Journal; and the excellent surface model that he exhibited at the meeting of the Iron and Steel Institute at Dudley, upon which the whole of the district in relation to its drainage capabilities was admirably shown, was, of itself, conclusive as to Mr. Marten's careful investigations. Our knowledge of what Mr. Marten has done induces us to say that no aggregate scheme for the mine drainage of South Staffordshire would be complete that had not the assistance of Mr. Marten's experience. The undertaking will need for its success that all professional assistance that is available should be incorporated with it.

REPORT FROM CORNWALL.

Sept. 26.—During the past week Cornwall has been visited by two members of the Rivers Pollution Commission—Dr. Frankland and Mr. Morton—who are still in the adjoining county. So far as ordinary pollution goes, neither Cornwall nor Devon appears to be worse than the average of the kingdom; and, indeed, owing to the absence, with a couple of exceptions, of any large centre of population, the foulest of their streams outside the mining districts are purer than those of the rivers of the manufacturing districts of the North. Still there can be no doubt there is much to remedy. So far as we can judge from the casual utterances of the Commissioners, they appear inclined to take a somewhat liberal view of the effect of mining operations. Indeed, Dr. Frankland went so far as to say that the ordinary mine water, when the suspended matter had been allowed to subside, exercised a cleansing influence upon the ordinary river water, freeing it, to a certain extent, from organic impurity, and rendering it better fit for drinking purposes. Catch-pits, in the opinion of the Commissioners, would meet nearly all the difficulty, the matter removed therefrom being deposited on storage ground. Before anything further can be devised additional experiments appear to be necessary; but, in the meantime, it may be presumed that the catchment system will practically meet the necessities of the case. The great complaint in Cornwall is not so much the poisoning of the water (lead mines are comparatively few, and most of the metal in the water of the copper mines could be precipitated) as the filling up of the channels with sand and debris. Three centuries and a-half ago so much injury had been done in this way to havens on the Western coast by the operations of the tinners that an Act of Parliament was passed to restrain them. Now the clayworks, where they exist, are much greater sinners than the mines.

We may anticipate, on the whole, that the result of the Commission as it affects mining will be compulsory provision of catch-pits. It may be expected, likewise, that there will be stringent provisions against such an occurrence as took place at Ashburton last week, where, on the re-forking of the Druid Mine, the water was discharged direct into the Ye, to the destruction of all the fish. Dr. Frankland pointed out that to a certain extent catch-pits would pay, by preserving the metal that would otherwise be washed away. He instanced lead-mud as containing frequently 10 per cent. of metal. Possibly he was not sufficiently acquainted with Cornwall to draw an illustration from the red rivers. The quantity of tin that passes all the operators upon these streams must be enormous. If all mine managers followed the course of Capt. Teague, who has virtually adopted the catch-pit system, with a keen eye to the future, and is storing his slimes, the quantity would be very much reduced. Even then, however, we question whether it would be possible while the mines continue in work to treat the red rivers as other than so many surface adits. They are for the most part very short, and no very great harm could be done if in some way or other they were excepted from the operation of the Bill. To insist that streams of this character should be preserved from pollution—and some would go that length—would be to shut up mining enterprise. They are subjects for economical rather than for sanitary treatment.

Contrary to anticipation, there has been a fall in the standard. It can, however, hardly be otherwise than temporary, seeing that the yield of tin has already been materially reduced, and will exhibit a still further falling off, which has been estimated altogether at upwards of 200 tons a month.

It is understood that a matrimonial alliance is about to take place between two of what we may term the chief mining families in Cornwall—a son of Mr. T. S. Bolitho being about to marry a daughter of Mr. John Michael Williams. Cornishmen will appreciate the importance of such an association of interests. Mr. Bolitho is the chief mover in the St. Ives railway project.

REPORT FROM SCOTLAND.

Sept. 25.—The warrant market has been dull and irregular since the date of our last report, on account of the advance in the Bank rate to 4 per cent., and in the expectation that a further movement in the same direction cannot be long delayed. The price on Wednesday was 129s., from which it receded to 125s. on Thursday, and closed 127s. on Friday. On Monday a moderate business was done from 125s. 3d. to 126s. Yesterday there was an unsettled feeling in the market; transactions took place from 125s. 10d. to 124s. 6d., closing with the latter the nominal quotation. To-day the opening price was 121s. 6d., but an improvement soon took place, the close being buyers at 122s. 9d. The foreign demand, principally for Germany, causes the price of No. 1 iron to be well maintained, but one sign of weakness in the market is a decided reduction in the value of No. 3, and another is the disposition shown to sell for forward delivery at considerably under present prices. The usual quotations for makers' iron are given below, but in the present state of the warrant market they must be considered merely nominal:—

	No. 1.	No. 3.
Gartsherrie, at Glasgow (deliverable alongside).....	129 6	125 0
Cottbus ditto ditto.....	125 0	125 0
Summerlee ditto ditto.....	125 0	125 0
Carnbroe ditto ditto.....	125 0	125 0
Monkland ditto ditto.....	125 0	125 0
Clyde ditto ditto.....	125 0	125 0
Govan, at Broomielaw ditto.....	125 0	125 0
Lungloan, at Port Dundas ditto.....	125 0	125 0
Caldar ditto ditto.....	125 0	125 0
Glenarnock, at Ardrossan ditto.....	125 0	125 0
Eglington ditto ditto.....	125 0	125 0
Dalmellington ditto ditto.....	125 0	125 0
Carron, at Grangemouth, selected ditto.....	125 0	125 0
Shotts, at Leith ditto.....	125 0	125 0
Kinnell, at Boness ditto.....	125 0	125 0
Bar iron.....	125 0	125 0
Nail rods.....	125 0	125 0

For the week ending September 23, 1871.....Tons 16,173
September 21, 1872.....14,018

Decrease.....2,155
Total increase since Dec. 25, 1871.....54,615 tons.

We are experiencing now a slight cessation in the demand for Pig Iron, which tends to bring supplies into closer relation to the demand; and, as we noticed last week, Nos. 1, 3, and 4 are accumulating in makers' hands, while No. 1 is being consumed or shipped as fast as it is produced. The total quantity of No. 1 in store is about 75,000 tons, and of No. 3 about 52,000 tons. With a continued drain on the stores at the rate of about 20,000 tons per month, and an over-sold market for warrants, a slight upward turn in prices may take place if the money market becomes more settled. There is still a good demand for ore, both native and foreign, of the better qualities, for which a high price is readily paid, but the poorer qualities of stone are not so much cared for, and can be easily obtained.

The Malleable Iron Trade is being greatly slackened by the working out of contracts, and the want of buyers, unless for small lots for immediate wants. This state of matters is shaking prices, and plates, angles, and bars may be placed at 20s. a ton under the list.

The mills are not now all engaged, and there is a feeling of positive quietness being experienced, which is new to the trade for a pretty long period. The shipbuilders, from the very high price of iron ships, are not getting their orders renewed, which is depressing the price of plates and ship iron. The machinists, however, are busy, although night-shifts are becoming unnecessary in some of the large shops where they have been employed for nearly a couple of years. Ironfounders have a very fair supply of work on hand, and the brass and copper workers do not complain. The iron moulders are soliciting an advance of 2s. per week on their wages, and a meeting of employers is to be held to consider the same on an early day. Mr. Tennant, of St. Rollox Chemical Works, has bestowed on the new chair of "Applied Mechanics," in the Andersonian University, the munificent gift of 1000*l*.

Coals—like Glasgow—continue to flourish! Everywhere in this neighbourhood there is a demand for the article, and even at their enhanced price they are difficult to be got. At the Broomielaw, f.o.b., the quotation is 23s. per ton; burnt coal is 24s. per 24 cwt.; and coke is 40s. a ton. At coaling ports on the Fife shore of the Forth, prices range from 17s. to 22s. per ton. The vessels loading in the Clyde are not detained for any length of time; but the ports of Barmistland, Dysart, Methil, and Wemyss, on the Forth, are packed with vessels waiting for weeks together for supplies. This is a great loss to the shipowner, and will fall to be added to the price of the coal in the port of destination. The shipments from the Scotch ports (notwithstanding these delays) amounted for the week ending yesterday to 53,147 tons, against 27,806 tons in the corresponding week of last year.

Colliers continue to work very restricted hours of labour by order of the Union, and yet Mr. Alex. McDonald asserted here on Monday, at what is called a Miners' Conference, that the threatened coal famine was due not to the laziness or drunkenness of the men, but to the excessive idleness, caused through the failure of the railway companies to afford the necessary haulage. The miners of Larkhall, Wishaw, Motherwell, and Hamilton were only working four days on an average, owing to this state of matters, which it was the interest of employers and the railway companies to maintain, and the consequence was that the public was being robbed to the extent of 5s. per ton. To this a contemporary replied:—"We should have thought that it was the interest of railway companies to carry as much as they possibly could, and to make strenuous efforts to augment their carrying power. If the masters have an interest in limiting the supply, so as to keep up prices, it is clear that the men have quite as strong an interest in the same direction. It does seem a little strange to find Mr. McDonald asserting that the men cannot get work for the want of wagons; and, in juxtaposition with this defence, to find the Fife and Clackmannanshire colliers, 4500 strong, declaring that they will reduce the working hours to six per day unless their demand for increased wages is acceded to." What is wanted, Mr. McDonald, so far as we can learn, is not more "wagons," but more "wages"—such a scale of wages as would ultimately drive the coal trade from our shores.

Several of our large manufacturing firms are on the outlook for coal fields of their own, in order to be relieved of the high rates of fuel which they may have to pay in the future. If the success to any large extent, and there are a number of coal properties in the market, this would almost certainly result in the purchasing consumers to shippers and those requiring supplies for the retail trade.

The Motherwell colliers begin on an advance of 1s. a day, and those in the Wishaw district, who are at work, have also been promised the advance from the beginning of the pay. These advances have had to be conceded—not for want of "wagons," but on account of the "idling" of the miners.

Mining shares in this market have rather experienced a fall this week; and although several transactions have taken place in Emma, Thariss Sulphur and Copper, Huntingdon Sulphur and Copper, and Shotts Iron Company, &c., with the single exception of the first-named, they show a slight decline.

The GARTCRAIG COAL AND FIRE-CLAY COMPANY (Limited), advertised in another column, has been formed for the purpose of acquiring the leases and working the valuable coal and fire-clay fields in the estates of Gartcraig, Lethamhill, and Frankfield, within 2½ miles of the Monkland Canal Basin, and 1 mile from the municipal boundary of Glasgow. The capital required is 50,000*l*, to be held in 5000 shares of 10*l* each. A report from a mining engineer, if the estimates shows the quantity of coal on Gartcraig and Lethamhill to be 3,851,200 tons, and the fire-clay 7,008,400 tons. The present lessees have agreed to transfer the whole of the leases, works, plant, &c., to the company for 15,000*l*, in money, and 1000 paid-up shares in the company. They will have seats at the board, and the whole of the works will be, as at present, under the management of Mr. Yeats. We had an opportunity of inspecting the works and coal area included in the leases, along with Mr. Yates, and regard the undertaking (as explained to us) as likely to realise an excellent percentage to the shareholders. We were also informed that the directors have had repeated offers to take over the whole works, in one or two lots, by moved consumers; but the directors prefer to work it on the limited liability principle, as they wish to retain a portion of the shares in their own hands, being satisfied of the highly remunerative nature of the undertaking. The works, in addition to the working colliery of Gartcraig, includes Cardowan also, which has realised good profits for years; and a fire-brick factory, capable of turning out some 20,000 daily. The fire-brick works, which is on the banks of the canal, could be easily extended to double its present size; and the demand for fire-clay goods is almost unlimited. We understand the shares are regarded with favour, and are being rapidly taken up.

REPORT FROM DERBYSHIRE AND YORKSHIRE.

Sept. 28.—The Iron Trade throughout the whole of Derbyshire has undergone no change since last notice. The make of pig continues large, whilst the mills are being fully worked. The foundries are doing well, there being still a very good demand for castings of a general character, more especially pipes. The Coal Trade is by no means so brisk as it has been, and there are signs that the great push is giving way. The tonnage going to London is considerably less than it has been for some time, as it is evident that merchants and consumers have been laying in large stocks, expecting that prices would advance as winter approached. Such, however, is not likely to be the case, and it is apparent that consumers to some slight extent have helped to keep prices up in their eagerness to purchase. The men at Clay Cross have been asking for an advance to the extent of 1s. per cent. The manager, Mr. Binn, however, told them that there was every probability that a good deal of the coal would have to be turned on to the top, as the business with the metropolis had greatly fallen off. Clay Cross, it may be said, sends on an average about 1000 tons of coal daily to London. The men have also shown a disposition to join the Miners' Association, and were informed if they did so that all the privileges granted to them and their families would be withdrawn. The Clay Cross Company, like the Staveley, have made provision for the education of the workmen's children, and have been most liberal to all their employees. At the works of the Staveley Company matters are going on amicably. The colliers in the service of the company are treated in a most liberal manner, and the company have given something like 20,000*l* for the promoting of education and other purposes, and have recently given 200*l* towards the erection of a Methodist chapel. The colliers have shown no disposition to join any Union, well knowing that Mr. Markham, the managing director, would oppose their doing so to the utmost.

The Sheffield Trades are doing well, but in some branches there has been a decline of late. There are symptoms that the great activity which has prevailed in the production of every description of manufactured iron is giving way. The Bessemer works continue very busy indeed in rails, tyres, axles, rods, and billets. The business doing in coal throughout South Yorkshire is good, but there is not such a brisk enquiry as there was a few weeks since. Coke is in brisk request, and prices are without alteration.

At Parkgate, near Sheffield, a most extraordinary phenomenon can be seen by all interested in colliery wonders. About 100 years ago several Pargate gentlemen sank a shaft, known as the Old Bassett Pit. They at once found a rich seam of coal—the Barnsley bed—9 feet in thickness. The coal was worked in a very careful fashion for several years—great blocks and pillars of coal, containing many tons, being left to support the roof in place of the modern wooden props. For several seasons everything proceeded smoothly; but one day the pit caught fire. Nobody can tell how it was ignited, and the ancient miners appear to have been utterly dismayed by the unexpected disaster, as they left the pit to burn at will, instead of closing up the shaft and commencing anew. Many years afterwards the burning pit was again approached by the lord of the manor, Earl Fitz-William, who began to work on the coal in the locality. A shaft was sunk at some distance from the Old Bassett Pit, and the coal in the direction of Rawmarsh was got at—the new workings being kept at what was considered a safe distance from the fiery pit. Everything proceeded satisfactorily till 1868, when a miner, named Parkin, descended the Bank Pit shaft—the name by which the new shaft was known—and was greatly alarmed to find the fire only 10 feet from the pit's bottom. He at once gave the alarm, the principal officials were upon the spot, and efforts made to extinguish the fire. Parkin's flames were soon put out; but it was found that the whole pit was on fire, and as the earl's collieries extended for miles it was feared that the fire would spread over the entire workings. The Old Bassett shaft was at once filled up; the Old Bank shaft was also closed; a third shaft, the Top Stubbin Pit, was also filled up. A long and thick wall was built up to separate the Old Bassett workings from the newly-opened portions of the pit. Explorations had to be conducted by crawling on hands and knees in the midst of suffocating smoke, but the wall was at length completed, at tremendous expense and great labour, it being 1000 yards in length and from 1 ft. to 5 ft. thick. Cross walls were also built to cut off airways, and so help in choking the fire. Thick iron pipes, with iron plugs, were inserted in the wall at intervals of 50 yards, so that views could be obtained of the interior of the Old Bassett workings by looking through these pipes. The great wall occupied the time of a large body of workmen for a whole year. A new "futtrell"—the entrance to a coal mine—had to be constructed. It had to be brick-arched above and below with strong brick walls. Entering by this place, the wall is inspected daily, to get information if the fire has reached it in any way. The last fire was seen in 1871, and on being examined last week nothing but black-damp came through the iron orifices; but the most dangerous places—where the workmen laboured at a great wall at the peril of their lives—is believed to be the fiery stronghold. Here the flames are still believed to be raging, although securely imprisoned by the work of the underground heroes who built its prison walls. Until a year or two ago the farmers found that their crops over this pit were materially accelerated in growth by the heat; and the fact that this acceleration is not

so apparent now is the strongest proof to professional minds that the burning pit has about spent its strength, after a long fire of 100 years.

AN OLD PUDDLER.—John Maudsley, now of Farnley, began work as a puddler's lad in the year 1818 at Lowmoor Ironworks. He was then 10 years of age, and worked as a puddler for this company 47 (less seven weeks at Taylor Brothers). "And (said he) during the whole of this time I do not remember being laid up by any more serious illness than a severe cold. The last seven years I have worked as a puddler at the Farnley Ironworks, and am now 64 years of age, and out of this I have puddled 54 years. My father came from the North of England, and hired for four years at the Bowling Ironworks. He then went to Lowmoor, and made either the first or second heat of puddled iron that was ever made there. At this time there were only five or six furnaces, and we puddled on sand bottoms."

REPORT FROM MONMOUTH AND SOUTH WALES.

Sept. 26.—There is little or nothing fresh to report in reference to the Iron Trade of this port. Things remain in much the same state as for several weeks past, and probably will remain so for another week or two. There is really nothing worthy of mention doing in the way of new business, both buyers and makers holding aloof, each with the belief that the other must give way. Makers look upon the extraordinary and increasing prices of fuel and all raw materials, and see nothing but hard pleading before them if they lower quotations; and, therefore, it is not surprising that they seem determined to maintain their rates so long as they have an order on their books. There is hardly anything doing on account of the United States of America; but there are some important Russian, German, and other continental orders in hand, as well as the large engagements on account of Canada. These will still keep the establishments well employed for the next six months or more, and during that period the iron exports will be extensive if steamships can be secured. The clearances during the past week have been considerable in the directions mentioned. It is rather gratifying to find that under the circumstances the ironmasters have not yet begun to give way to any serious misgivings, but seem still to have appreciable confidence in the future. Prices are so far firm in this district, and especially so for railway iron; but from other quarters advices indicate a downward tendency. Probably, a slight lowering of quotations generally will take place now that the winter is approaching, and then a renewal of activity may be witnessed. Iron will unquestionably be required in divers directions, and the only question is that of prices. There will, in all probability, be an accession of engagements on American account for the early spring consumption, and work will then be secured for the winter months; otherwise, it is difficult to say what the state of things will be. At present, it must be admitted, matters are by no means encouraging, for the books are being cleared of the old contents, and no new ones are coming to hand to take their places. Of course, if this goes on long there must eventually be a cry out for more work. Steel makers continue in active business, there being no dispute as to prices for steel rails. Pig makers are also well employed; but the scarcity of coal is very seriously felt, and makers find it impossible to keep the whole of their furnaces in full blast. The hot-blast iron produced in the district is getting into increased request.

The Tin-Plate Trade is in the same deplorable condition. Masters and men are still at variance in the Swansea and Briton Ferry districts, which are, perhaps, the principal tin-plate making localities in the Principality. The chief disagreement still is as to weight, the men demanding that the ton should be 22 cwt., and the masters decline to break from their old custom of having 21 cwt. to the ton. Consequently nearly all the leading works are at a standstill, and the men idling about. Instead, therefore, of the make being reduced by two days' less work per week, it is now pretty nearly reduced to nothing by no work at all. The disagreement does not appear to be a very grave one, and surely ought to have been settled long before now. The strike has not yet reached Monmouthshire or the eastern portion of Glamorganshire.

A large amount of activity is still to be witnessed in the Coal Trade. Notwithstanding all the predictions to the contrary, the demand for steam coals continues in excess of supply, and prices are firm. Of course the output might be very largely increased if the colliers would only work something like full time, but they will not do so. Some of the leading colliery proprietors have latterly entered into enormous contracts, and at high prices. The men are again agitating in reference to the wages question, several mass and delegate meetings having been held in various parts of the district during the week to discuss the question, and it has been resolved to apply for the additional 10 per cent. advance from Oct. 1, which was asked for when the last advance was given. If the masters do not reply favourably a month's notice will be given at some of the collieries as an experiment. The engine-men and stokers also demand a further advance, contending that when the colliers had 12½ per cent. advance they had only 7 per cent. Altogether the colliery proprietors will experience some further trouble in the course of the next month. It is hardly necessary to say that house coals are in great request, owing to the pre-maturely cold weather, and prices are advancing.

There is undoubtedly a deplorable state of things existing between the colliers and their employers. Yesterday an important case was heard before the Merthyr stipendiary, Mr. De Rutzen, a collier named Henry Jones being summoned for leaving his work without notice. The charge against him, however, was of a more serious nature. Jones was employed at the Ellis Pit, under the Plymouth Iron Company. On the morning of the 18th inst. defendant and 50 or 60 others went to the pit's mouth, and finding that three men had gone down who did not belong to the Union, Jones as spokesman demanded that they should be turned out. The agent refused to do so, and the men then said they would not work in the pit until the non-unionists were turned out, and walked off. Defendant was not allowed to go down the pit after. The bench considered the case of such great importance that they reserved their decision until Saturday. Similar proceedings will be taken against several other men.

The arrivals at Swansea include—the Favourite, from Bilbao, with 370 tons of iron ore, for J. Strick; Zalie, from Bilbao, with 119 tons of iron ore, for Poingdestre and Mesnier; Bonne Esther, from Roche Bernard, with 97 tons of pit-wood, for Poingdestre and Mesnier; Evelyn, from Bilbao, with 345 tons of iron ore, for the Aberdare Iron Company; St. Ann, from Santander, with 230 tons of copper ore, for Richardson and Co.; Livorno (s.s.), from Bilbao, with 500 tons of iron ore, for T. Wood; Pembrokehire Lass, from Bilbao, with 210 tons of iron ore, for the English Copper Company; Edouard Alfred, from Bilbao, with 184 tons of iron ore, for James Strick; Athalie, from Bilbao, with 165 tons of iron ore, for the Landore Steel Company; Lady Louisa, from Santander, with 170 tons of iron ore, for Brogden and Sons; Beverley (s.s.), from Bilbao, with 600 tons of iron ore, for T. Wood and Company.

REPORT FROM NORTH AND SOUTH STAFFORDSHIRE.

Sept. 26.—The anticipated "fall" in the Iron Market of South Staffordshire has come at last. On Wednesday the leading firms around Wolverhampton, West Bromwich, and Wednesbury sent out circulars announcing a reduction of 2*l*. per ton in the price of finished iron, making bars 14*l*., hoops 15*l*., and sheets 18*l*. per ton. As regards bars, although no formal reduction has been announced before the standard of 16*l*. set up by Messrs. Barrows, and one or two other first-class firms, has, as is well known, been discounted for some time by the ironmasters who have sent out these circulars, and the actual reduction on this class of iron is not, therefore, more than 1*l*. per ton. On sheets, however, the reduction is fully 2*l*. on the prices of last week—and, indeed, the sheets now marked 18*l*. would have found purchasers early in the quarter at 25*l*. per ton. This reduction has been brought about by the scarcity of orders, which had become so great that some of the mills and forges had begun to work half-time, and in one instance a mill had been altogether closed. It is, of course, too soon yet to perceive the effect of this reduction, but the probabilities are that many orders which buyers have been holding over will now be placed. The more cautious buyers will probably wait to see what action will be taken on quarter-day by such houses as Earl Dudley and Messrs. Barrows, who at the time of dispatching this parcel have announced no change in their quotations. It is stated that one or two leading pig makers are preparing to announce a reduction of 1*l*. per ton on best brands. Should this statement be confirmed a further decided ease in the market will be at once apparent. The transactions of the week, either in pigs or finished iron, have been unimportant, and the trade is for the moment in a most unsettled and sensitive condition.

The projected scheme for the drainage of the South Staffordshire coal field is making satisfactory progress, and there is reason to hope that the water-logged mines in the district will soon be freed from water. The fact that the mines in the greater part of South Staffordshire are flooded to a degree which renders many of them unworkable is, in these days of dear fuel, sufficiently important to invest this enterprise with the utmost interest to all concerned. In some parts of the district—Old Hill and Tipton, to wit—the coal-masters have entered into drainage compacts, but with these exceptions the drainage of the coal field is left to individual effort. This, as a matter of course, is a most imperfect and unsatisfactory state of affairs, the drainage not only being partially effected, but involving much unnecessary cost. As regards the economy of a comprehensive drainage system, as compared with the present plan, it is stated that what now in some cases costs 6*l*. per ton would cost not more than 1*l*., and possibly not more than 4*l*. per ton. It is stated that very many large collieries are raising 30 to 50 times as much water as minerals. A report, written a few years since, states that the amount of water raised by pumps or barrels in the district daily is about 50,000,000 gallons, or 220,000 tons, nearly ten times the weight of coal raised in the same time. About 500-horse power is required to lift the immense volumes of water from the various depths, representing plant and machinery to the value of about half a million sterling. The annual expenditure, including interest on capital employed, is 125,000*l*, or about 3*l*. 3*d*. per ton of coal produced in the district. In many cases, of course, this amount represents merely a fraction of the real cost of pumping, and almost every colliery has its own tale to tell of difficulties overcome or found to be insurmountable with regard to raising the water. The present project has been launched by Messrs. J. and E. Underhill, and Corser

and Fowler, solicitors, Messrs. David Peacock and Henry Johnson, engineer, and likewise Mr. Henry Smith, of Walsall. It was Mr. Johnson who in the first instance organised and formed the Old Hill drainage compact; and he also, in conjunction with Mr. Peacock, has twice reconstituted the Tipton compact. The project, as briefly indicated in the *Mining Journal* of last week, is the rendering of drainage compulsory throughout the coal field, the cost to be defrayed by a tax on all the minerals raised; the necessary "powers" to be obtained by a special Act of Parliament. The scheme would include not only a systematic drainage of the mine on the most efficient plan, but also the supervision and repairs of such brook courses, crownings-in, and canal borders as contribute to the influx of water into the colliery workings.

The trial sinking at Sandwell Park is making the most satisfactory progress. The sinking is still proceeding through the white coal measure sandstone, and the shaft is now 12 yards below the bed of coal discovered on the 30th ult. No indications of a return to red strata are observable, and in the white sandstone alluded to are fine horizontal streaks of carboniferous matter, precisely similar to the ordinary coal measure rocks. The prospects of the enterprise are highly encouraging.

The limestone miners in South Staffordshire have entered upon the ninth week of their strike for higher wages, and appear as determined as ever to hold out. Meanwhile the ironmasters are obtaining their supplies without difficulty from other districts.

The demand of the colliers for an advance of 6d. a day in wages is not likely to be urged by more than a section of them, those on the Dudley side of the district having formally declined to join the movement. The centre of agitation appears to be the Great Bridge, where a large mass meeting on the subject was held early in the present week.

In North Staffordshire the Iron Trade is decidedly quieter, and no further orders of importance are expected to be placed before quarter-day. Quotations are much easier, being as much as 20s. per ton lower in the larger specifications. The mills engaged in producing ordinary merchants' iron are going 10 turns per week, but the works producing plates and the larger sizes are running short time. The pig iron trade is flat, and some of the leading firms intend reducing their yield. In the Coal Trade there is great activity, and the demand for an advance of 15 per cent. in wages just made by the colliers has had the effect of stiffening quotations. This demand will probably be considered at the usual quarterly meeting of the trade, early in October.

BOILER EXPLOSION.—On Wednesday a boiler exploded on the premises of the Chillingham Iron Company, Wolverhampton, seriously injuring four persons, of whom one is not expected to recover. The boiler had been in use 12 years, and was 7 ft. 6 in. diameter, and made on Wright's patented principle. At the time of its erection it was tested up to 100 lbs. per square inch, the working pressure being 60 lbs. At the time of the accident the gauge showed a pressure of 40 lbs.

TRADE OF THE TYNE AND WEAR.

Sept. 26.—The Coal and Iron Trades have been very quiet of late, and comparatively little business done for export, buyers holding off for a fall, and this has been conceded in some instances to the extent of 2s. and 3s. per ton for steam coals, and iron has also been sold in considerable quantities below list prices. It is generally considered that the top of the tide has been reached, and that the prices of fuel and iron will now gradually fall, and no doubt this will be the case to some extent, but that there will be any great fall shortly is not at all probable. The fact must not be lost sight of that there are no stocks held, and that although the output has improved a little lately, yet it must be very much increased to produce anything like an adequate supply. The number of men engaged in getting coal has been increased of late, and is likely to be added to, as at most of the works on the Tyne and Wear all overtime and night work has been abolished, and many hands have been discharged. The shipyards are also dull, and but few new contracts are taken, and this is likely to continue some time, until the probable prices of coal and iron in the future winter months are ascertained. Owing to this numbers of men of various classes are flocking to the collieries, tempted by the large wages now earned by all classes of miners. This must in time materially affect the labour market.

Messrs. John Abbot and Co. (Limited) are rolling bars of the enormous weight of 540 lbs. per yard of the special quality used in the manufacture of Armstrong guns. This is considered to be unprecedented in the North of England.

PRESENTATION AT STOCKTON.—The men employed at the Moor Ironworks, Stockton, have presented to Mr. Thomas Edwards, late forge manager, an electro-plate tea and coffee service, and a gilt timepiece valued at 10l., on his leaving for Messrs. Palmer's works, at Jarrow-on-Tyne.

PRESENTATION TO MR. JOBLING.—Three handsome pieces of silver have been presented to Mr. M. E. Jobling by the employees and others residing in the neighbourhood of Fursdon Consols, to show their appreciation of his management during the past eighteen months. Mr. Jobling is also connected with Blencowe Consols and with Glyn Valley Kaolin Works.

REPORT FROM LANCASHIRE AND CHESHIRE.

Sept. 26.—There is still a scarcity of supply in our coal markets, but things are not so bad as they were a few weeks ago, the men working rather more steadily as the summer temptations to laziness pass away. In iron there is still great activity. In the Barrow district several new furnaces have been blown in, and others are being constructed by the Monabay Hematite Company, and by the Lonsdale Hematite Company. The new steel works being built by the West Cumberland Hematite Company are progressing rapidly, and excavations have just been made for the new works of the North of England Hematite Company, at Workington.

Messrs. Allan Brothers and Co., of Liverpool, the owners of a well-known Atlantic line of steamers, have recently, I am informed, bought collieries in Nova Scotia, intending to coal their own steamers, and also those of the Liverpool steam-packet companies, on the American side.

The right of colliers to leave their employment without giving any notice, and just as they please, is being rather closely contested in this district just now, and one important decision on the point was given yesterday by Mr. Sanders, judge of the Wigan County Court. A collier sued Mr. Thomas Whittle, of Chorley, proprietor of collieries at Blackrod and Bryn, for upwards of 2l., which it was alleged was due as wages. Mr. Wood, solicitor (from the office of Mr. Maskell W. Pearce), defended, and submitted that the plaintiff had forfeited his claim to the money through leaving his work without notice, there being a printed notification fixed on the head gear of the colliery, stating that persons absenting themselves without giving fourteen days notice would have no claim to any pay that would otherwise be due to them. The judge held that the notice was sufficient, and nonsuited the plaintiff. His Honour, at the same time, spoke of the conduct of the defendant, in offering to pay the money if the man would work out the notice, as exceedingly liberal.

An extraordinary occurrence took place at St. Helen's the other day. A large body of miners, passing along the streets in a procession which formed part of a "demonstration," was hissed by a number of working men who were looking on, and who could not get full work at the manufactories at which they were employed, because of the scarcity of fuel.

RICHMOND CONSOLIDATED SILVER MINING COMPANY.

The official and private information recently to hand is of a very satisfactory character. This week's cable message announces that the furnace in five days smelted 176 tons of ore, producing \$9900. It is explained that during the past three weeks several of the best men were poisoned (lead), and the manager has been forced to put young hands in charge of the furnace; as a consequence, the furnace has been kept in blast only by the greatest exertion. The advices received by the last mail contain the following information respecting the working of the mine for the three months ending August:—

	Tons smelted.	Bullion produced.	Yield per ton.
June	1610	\$86,112	\$52-28
July	1117	55,581	50-16
August	1134	60,520	53-36

Total

The ore smelted during August was, therefore, richer than at any time since June 1—say, \$52-72 per ton. The official advices state that "the ore now in sight in the mine is fully up to the above high grade, and, unless the character of the ore should change considerably with future explorations, we may expect an average yield of \$50 per ton. Unless we have an average monthly product of \$80,000 I shall be much disappointed—say, a gross bullion product of \$1,000,000 per annum. The result of the smelting for June (\$86-12) has already proved what may be reasonably expected for the future. Yesterday I let a contract to sink the engine-shaft 100 feet deeper." The official letter further states that—

"Our ore dump at the furnace and mine being filled to overflowing, we have discontinued raising ore, as the foreman of the mine, with a large force of men, is now engaged in building a large dump adjoining our present ore dump at the furnace; when finished, our new dumping ground at the furnace will permit an accumulation of 4000 to 5000 tons more than is possible at present; and when raising ore is resumed at the mine it will be raised and hauled to the furnace as fast as possible. We are sinking another shaft—or, rather, deepening an old shaft—in the tip-top part of the mine, whereby it will be possible to raise more ore than can be raised at present through the two windlass shafts, through which all the ore from the lowest level

of the mine must be raised. Of charcoal there were on hand on September 1 (say) 215,000 bushels—enough to carry it through the winter months. Until bad weather sets in we will continue to receive charcoal at the rate of 50,000 bushels per month. The Layette tunnel is progressing finely at the rate of 2 ft. or more daily. In a recent letter the manager expressed the opinion that "this tunnel would be completed in about 60 days; the effect of its junction with the shafts sinking to meet it will be to enable the ore to be won in greater quantity at less cost, it now having to be raised some 200 ft. by windlass."

COAL MINING IN NOVA SCOTIA.

As might have been expected, the rise in coal has induced steam-owners to take steps for supplying their vessels on the American continent for the home voyage, by which a great saving both on the outward freight and the actual cost is made. It is gratifying to observe that the companies recently established for working the well-known and valuable coal seams of Cape Breton are already coming into the market, and in a position to meet the daily increasing demand for coal which has now sprung up. No doubt is entertained that a very large trade will be done next spring in American ports, and contracts have been made at home in anticipation of steam arrivals at Port Sydney. The reduction of the coal duty from 5s. to 3s. at United States ports, and the favourable acceptance which Nova Scotian coal has met with for steam and household purposes, must give a great impetus to the trade and the ruling price at home open the West Indies and other hitherto nearly untouched markets to Nova Scotian enterprise.

The GLASGOW AND CAPE BRETON COAL AND RAILWAY COMPANY have their steamers fully employed, and have also enquiries from several steam companies at New York which will fully tax their producing power early next year. In consideration of these circumstances the directors are inviting subscriptions for 24,000l., SEVEN PER CENT. DEBENTURES, being the balance of the 30,000l. worth authorised by the shareholders at their recent general meeting. The authorised share capital of the company is 200,000l., in shares of 10l. each, of which 115,320l. has been subscribed and paid-up, and an additional 20,000l. worth of 6 per cent. debentures has been issued, with right of conversion into shares in three years. The present issue consists of 7 per cent. debentures, redeemable in ten years. The security of the debentures now offered is unquestionable, for 130,000l. has been expended on 20 miles of railway, land, engines, rolling-stock, piers, buildings, opening mine, raising coal, and erecting complete machinery, and the only charge upon it is the 20,000l. of 6 per cent. debentures above referred to; and as the price of the present issue is 95s. per 100l. the bonds will yield 7l. 7s. 4d. per cent. per annum interest as an investment. The portion of the line from the reserve to Sydney (10 miles) has been running since July, and the remaining 10 miles to Schooner Pond will be opened during next month. A large quantity of coal has, moreover, been raised, and over 5000 tons sold at different ports where the company's coal has been offered. The prospects of the enterprise are altogether very encouraging, and the company are acting wisely in availing themselves of the present opportunity to establish for themselves a permanent and highly lucrative business.

MINING IN CALIFORNIA—THE ARBONA QUARTZ MINE.

The richness of the mineral districts in the States and Territories west of the Rocky Mountains may now be regarded as established, and although there may have been delay, not anticipated when they were purchased, in the development of some of the properties owned by British capitalists, the general results have been so thoroughly satisfactory that there can be no cause to regret connection with them. It must be remembered that in many instances the superintendence of practical operations has of necessity been entrusted to miners who had much to learn regarding the geology and physical character of country, and that the time since the Californian companies, which now occupy so good a position in the share list on the last page of the *Mining Journal*, came into existence can only be reckoned by months in the oldest of them; yet we find, taking California companies only, that the returns have been most gratifying—the Sweetland Creek has already returned 42½ per cent. of the capital originally embarked, and another dividend will be paid within a month; the Sierra Buttes, although the capital invested approached a quarter of a million sterling, has already returned 25 per cent. of the amount; whilst Ferguson has returned 7½ per cent., and Birdseye Creek 6½, several others not having been sufficiently long in operation to reach the dividend-paying state. The relative prosperity of the several enterprises seems to depend less upon the intrinsic value of the mineral wrought than upon the facilities for working, represented by proximity to railways or good roads, cheap labour, abundance of fuel, and many other other matters which play an important part in connection with the expenditure side of the balance sheet.

The Arbona Vein, which gives the great value to the Arbona Quartz Mine, is located about half a mile south of Tuttle town, its north-west corner commencing on Mormon Gulch, from which the water is carried by 534 ft. of flume, over a 30-ft. water-wheel, working four arrastres, mill, and crusher, built by Mr. Peter Superville and Mr. Peter Darboure, that the property now rests. These gentlemen have held undisputed possession of the claim, which is about 12 acres in extent, for five or six years under the mining laws of the district, and there are no debts or incumbrances of any kind upon the property. With a view to its transfer to an English company the proper steps have been taken, and are now nearly complete for obtaining the United States patent. The claim is 1200 ft. on the run of the vein and 300 ft. wide, and there is a square of 400 feet attached for the mill site. The present owners have expended \$10,000 in making roads, running drifts and tunnels, and opening the mine; and the aggregate cost of the mill as it now stands, including all the machinery and flume, was \$10,500; it has been but little used, and would, therefore, be quite available for future operations. Beyond the plant already erected a 24-stamp mill, with all the modern improvements for saving gold, would be all the machinery needed, and the chief exploratory mining work be the driving of a tunnel from the mill to intersect the vein near the centre of the claim at a depth of about 27 fms. The length of this tunnel would not exceed 55 fms., and much of it could be an open cut at a slight expense. It is estimated that the whole cost of the tunnel, with rail-track and cars for running the cars out by hand, would not exceed \$10,000.

The description of the lode is very encouraging; it crops out on the side of a steep hill sloping to the south, and overlooking the Mormon Gulch immediately above its intersection with Mormon Creek is the main or mother quartz vein, which runs in a general north-west direction through the centre of the State. From Mariposa, where it has been extensively worked on the Fremont estate, through the counties of Tuolumne, Calaveras, Amador, El Dorado, Placer, and Nevada, in which latter county, at Grass Valley, are some of the richest and best-paying mines in the State; it is worked at many points in all the counties through which it passes, and generally with satisfactory results wherever a sufficient amount of capital and enterprise have been employed to properly develop it. At the Arbona Mine the vein varies from 3 ft. to 14 ft. in thickness, and in the early days of placer mining in California both Mormon Gulch immediately below this mine, and Mormon Creek a little further down, proved very rich, many large lumps being met with, and coarse gold being obtained in large quantities. As these riches must, of course, have been washed down from some gold-bearing rocks above them the presumption is that the veta madre, or mother vein already mentioned, is that most likely to have supplied them; and the results obtained upon assaying the sulphurets appear to confirm this opinion. The sulphurets, according to the assay of Mr. A. P. Molitor, of San Francisco, concentrated to 4-3 per cent., gave \$102-34 of gold and \$4-83 of silver = \$107-22 to the ton of 2000 lbs., or 18 cwt. English; whilst the tailings therefrom, gave \$63-21 of gold and \$4-51 of silver = \$67-72 to the ton of 2000 lbs.

But it has been observed that the desirability or otherwise of working mines in the countries west of the Rocky Mountains is dependent upon the facilities for communication and working, and in these respects the Arbona Quartz Mine appears to be very favourably situated. The mine, which is situated about five miles from Sonora, the county seat of Tuolumne county, can be reached from San Francisco in 12 hours by Central Pacific Railroad to Stockton, 91 miles;

thence by Copperopolis Railroad to Milton, 28 miles; and from Milton, which is but 26 miles from the mines, there is a good mountain road, so that all materials and supplies can be forwarded direct to the mine by good roads, already constructed, with economy and dispatch at any season of the year. It is estimated that with the existing and proposed tunnels the rock could be broken, delivered at the mill, and the gold extracted for \$3 per ton, including all expenses. The 24-stamp mill is estimated to stamp 36 tons of ore per day, which at \$10 per ton would give \$360, and by treating the sulphurets another \$75 per day might be realised, so that the percentage of profit upon the working capital could not fail to be very large. Negotiations are now pending for inaugurating an English company to develop the property, and with this object speculators, plans, &c., have been deposited at the offices of the American Light Company, 134, Bishopsgate-street, for the inspection of those concerned; as soon as the prospectus is ready the matter will be again referred to.

WEST CUMBERLAND STEEL AND IRON COMPANY.

Messrs. Chadwicks, Adamson, Collier, and Co., the financial agents of Moorgate-street and Manchester, send us the following with reference to a letter addressed to the *Times* by a correspondent signing himself "Sigma," and enquiring—

1. What is the actual final net sum to be paid to the original owners of the works named, after deductions for commissions, syndicate, financial agencies, division of profits between actual and advertised sale price (if any) are made?
2. Are the financial agents and promoters in any way principals, or do they act as brokers should, with no interest beyond that of their lawful commission of 2½ per cent., or whatever it may be?
3. Are the directors to profit by any difference between price of purchase and price of sale, if there is indeed such difference?
4. What amount has been added to the net purchase price paid to original vendor to pay for the guaranty of five years' profits at 12½ per cent. per annum, or do the original or second vendors, either or both, give this guaranty of their own free will, without being paid for it?

The author of the above has evidently confounded us with a certain class of persons not unfrequently to be met with in the City of London, who bear the name of promoters, a term which we entirely discard. We are simply agents, and our remuneration is a fixed and moderate amount, well known to all our clients and correspondents. "Sigma" probably imagined he was about to expose some great job, but the answers we have already given, and which we here beg to append, will, we trust, show him and others that he must look in some other direction than ourselves if he wishes to unearth improper proceedings of the nature he supposes might exist in this case, and which we have reason to believe do not exist.

To reply, then, *strictim* to the letter referred to, we have to observe that in this, as in all other negotiations in which we have been long and extensively engaged, we invariably make the best possible bargains for our friends who subscribe the capital, and we allow no intermediate agents, or middlemen, to participate, but secure the full benefit of any purchase for the benefit of the investor. With this view, we investigate with the most scrupulous and laborious care every project which we entertain, and hold ourselves at liberty to discard at any moment whatever we find unworthy of subscription. The valuation of the West Cumberland Works is a good example of this thoroughly honest mode of procedure. We arranged this purchase on behalf of both parties on the basis of a valuation to be made by a most accomplished man, Mr. William Armstrong, of Wingham, Durham, under whose advice we have purchased many extensive works, such as Bolckow, Vaughan, and Co.'s Staveley Works, and others, now occupying a deservedly proud position. The valuation is based on an average of past years, and is further secured by a guarantee separately entered into with the vendors, whereby they deposit ample security to ensure that the average net profit for five years shall not be less than 12½ per cent. We reply to "Sigma's" plain question:—

- 1.—The actual final net sum to be paid to the original owners is, as stated in the prospectus, 485,000l., the stocks and stores of material on hand on the 30th inst. to be paid for in addition, and there are no deductions to be made of the improper kind, mentioned by "Sigma," or for any other purpose.
- 2.—The financial agents or promoters (by which terms he can only refer to ourselves) are in no way principals, and have no participation in the purchase money in any way whatever beyond a commission on our usual and invariable scale of 1 per cent.
- 3.—The directors apply for and hold their shares precisely on the same conditions, and no others, as every other shareholder, and will not, for the ample reasons above set forth, participate in any way in the purchase money.
- 4.—The valuation was made independently of the arrangements for purchase, and under instructions framed by ourselves. It includes no addition whatever to cover the amount of guarantee.

We are glad to have this opportunity of showing a thoroughly clear and transparent bargain, which is nothing new to us, but apparently may be to such persons as have had "Sigma's" experience.

IMPROVED STAMPS.—Several sets of stamps constructed upon his patent plan of raising them direct in the centre of the shank have just been completed by Mr. JOHN WALKER, the mining and colonial engineer, and have been open for inspection at his works, Jame's-street, City-road. The improvement has been pronounced by many thoroughly competent to form an opinion to be one of the most important ever made for the economising of power and saving of coals. It has long been the opinion of practical miners that there is no system of extracting the precious metals from their ores so economic as stamping and subsequently collecting the gold by a gravitating amalgamator, which is cheap, simple, and easily understood, and can be locked up when at work. If with the old system of stamps, in which there was undoubtedly much power lost owing to the clumsy mode of lifting, stamping, and amalgamating surpassed other methods in economy, there can be no question that with improved stamps the economy must be still greater.

Ready October 1,

A POCKET EDITION OF THE

NEW MINES REGULATION ACT, 1872,

WITH NOTES AND INTRODUCTION

By J. W. HALL,

Solicitor, Bilston, and Clerk to the Justices of the Bilston Division of Staffordshire. Price 2s. 6d. roan truck; 2s. cloth, post free from the publishers, DARBODD AND NEWITT, Stationers, Booksellers, and Stationers, Wolverhampton; WHITTAKER and Co., London; M. and W. M. LAMBERT, Printers, &c., Middleborough and Newcastle-on-Tyne.

SHAMEFUL MODE OF DEPRECIATING VALUABLE MINING PROPERTY.

The following advertisement appeared in this Journal on Saturday, 14th inst.:—
Messrs. J. TAYLOR and CO., 3, Union Court, Old Broad-street, London, E.C., have for sale 100 Aberdunant at 15s.; 100 Hobb's Hill, at 20s. Offers wanted for 20 Bamfylde and 50 Franco Consols.

We promptly applied for the 100 Aberdunant shares, and were told by the clerk at the office that we were the first applicants for them. We at once accepted the purchase of the shares. Subsequently we called again at the office to pay for and receive the transfer of said shares, when we were then informed that the Aberdunant shares were previously disposed of.

On Saturday last the following appeared from the same party, only from the Manchester address:—

Messrs. J. TAYLOR and CO., St. James's-chambers, South King-street, Manchester, have for sale 50 Aberdunant, at 41; 50 Hobb's Hill. Offers wanted for 50 Franco Consols and Bamfylde.

We should like to know from J. Taylor and Co. what improvement has taken place at the Aberdunant Mine, that he should have raised the price of share within a week from 15s. to 20s., as shown by their two advertisements above. We might by the same rule advertise East Langynog shares at 9s. 6d., as Welsh Lake shares at 1s. 3d.; Hobb's Hill at 2½d. per share; and when applied to for them say they were previously sold. This is another proof of the inconsistency of companies having for their manager or secretary a dealer in shares.

ENDEAN AND CO., 85, GRACECHURCH STREET, LONDON, E.C.

MESSRS. J. TAYLOR AND CO., ST. JAMES'S CHAMBERS, SOUTH KING STREET, MANCHESTER, AND 3, UNION COURT, OLD BROAD STREET, LONDON, E.C., have FOR SALE 100 Aberdunant, at 20s.; 100 Hobb's Hill, at 20s.

OFFERS WANTED FOR Bamfylde and Franco Consols.

SHAMEFUL MODE OF DEPRECIATING VALUABLE MINING PROPERTY.

Under this head Mr. J. P. Endean chose to make some remarks in your last issue in respect to our offering 100 Aberdunant shares at 15s. per share, and stated that he was the first applicant, which was altogether false, inasmuch as the shares were actually disposed of prior to his calling at the office. The previous week we advertised 200 of these shares at 12s. 6d. per share; Mr. J. P. Endean applied for them, and we sold them to him at that price. He probably may feel a little chagrined at our being in a position to sell these shares at so low a price, seeing that he has been obtaining 3l. 10s. per share for them, which is much above their value.

We shall be able to obtain 300 or 350 more of these share at very low prices, and may probably be able to supply him.

THE STOCK EXCHANGE REVIEW.

For SEPTEMBER, Just Published, price 3d., contains remarks on

A DEADLY LIFE INSURANCE SWINDLE.

Special Facts relating to the "European" and "Albert" Amalgamation Funds, and Notes on the Melancholy Position of their Shareholders.

THE METROPOLITAN RAILWAY DIVIDEND.

The Race for Banking Profits.

The Institute of Actuaries. What is it? What does it do?

Hypercritical Fallacies. Mr. Sprague, M.A., and the "Positive" Life Office.

The Lord Mayor and the Alexandra Park.

The French Loan and its Moral.

With Special Correspondence, and a mass of important and Interesting Information, to be had from the Publisher, J. H. BARKER, 33, Old Jewry, E.C.; or the trade can be supplied, wholesale or retail, from H. C. DODS, 115, London Wall, and H. APPLEYARD, 86, Farringdon Street.

COAL MINES IN SPAIN.

COMPANIA HULLERA-FERRIL DE CASTILLA Y NAVARRA.
This company owns FIVE MINES OF MINERAL COAL, situated in the commons of the villages named PREJANO and TURUNCUN, in the province of LOGRONO.

The property consists of NINETEEN ALLOTMENTS, measuring 150,000 square metres each superficially, amounting together to 2,850,000 square metres. The company offers either to SELL the MINES at a given price, or to TRANSFER the WORKING of them to another party who will pay a royalty per ton. In order to be acquainted with the advantageous position of these mines, it is enough to say that they are at 38 kilometres from Tudela, by a well-kept wagon-road, at 22 kilometres from the station of Calahorra, on the Pucela and Bilbao road, and at 30 kilometres from Castejon, on the junction of both lines, Pucela and Bilbao and Zaragoza and Olsasua.

The individual or company willing to buy or to undertake the working of these mines may address himself to Messrs. VIUDA DE RIBED E LIZOS, bankers, in Pamplona, who have the direction of the mines, and will give the orders to view them, and any information required.

For the Compania-Hullera, Ferril de Castilla y Navarra.

Pamplona, September 16, 1872.

TO IRONMASTERS AND CAPITALISTS.

THE ADVERTISER (a MINING ENGINEER of Twenty Years' experience in the CLEVELAND IRONSTONE FIELD) seeks for co-operation in OPENING OUT and WORKING about SEVEN HUNDRED ACRES of highly valuable royalty.

The main seam can be won by shafts about 50 feet in depth, and the property possesses advantages over many.

But few parties (only) can have full particulars on application to "Mining Engineer," MINING JOURNAL OFFICE, 26, Fleet-street, London, E.C.

TO CAPITALISTS, AND IRON SMELTERS.

FOR SALE, the LEASE or SETT of a HEMATITE IRON MINE, unlimited in quantity, capable of returning from 2000 to 5000 tons of ore per month, found by smelters at present using it to be 45 per cent. metallic iron, free from sulphur and phosphorus.

The total cost, including royalty, raising, haulage to port, and freight to Newport in Wales, not exceeding 9s. per ton.

About 4000 tons of ore are now ready for shipment, and as an iron mine or iron quarry the property is pronounced by competent authority to be unrivalled.

Apply, by letter, to "H. and Co.," care of the Editor of the MINING JOURNAL, 26, Fleet-street, London.

TO IRONMASTERS, &c.

TO BE DISPOSED OF, the LEASE, for 42 years, of a VALUABLE IRONSTONE ROYALTY, in the heart of the CLEVELAND DISTRICT, with shaft sunk, and the stone opened out, and ready for immediate realization—being within 20 yards of the main line of rails to Middlesbrough; its position and instant profitable working is unquestionable.

Apply to Mr. WATSON, 15, Penwick-street, Liverpool.

GEORGEHAM, NORTH DEVON.

TO BE SOLD, BY PRIVATE CONTRACT, a VALUABLE ESTATE, known as BUCKLAND.

In the parish of GEORGEHAM, DEVON, midway and on the line of railway which is now being made between the towns of Barnstaple and Ilfracombe, containing about 181 acres, lying in the centre of a district abounding in iron ore, and which is now being extensively raised on the properties immediately adjoining on the north, east, and west sides, and the lodes are believed to pass under this property.

The estate is held by a tenant under a lease for 21 years, which expires at Lady-day, 1874, in which the minerals are excepted, but earlier possession may be had by arrangement with the tenant.

Price, and any further information, may be obtained on application to Mr. GEORGE BROWN, Land Agent, Barnstaple.

Dated Barnstaple, July 17th, 1872.

TO MINE INVESTORS, &c.

TO BE SOLD, as a going concern, a LEADING FIRST-CLASS SILVER-LEAD MINE in GERMANY, well found in PUMPING and WINDING MACHINERY, large SMELTING WORKS, other BUILDINGS, and a considerable quantity of land. The production is from 800 to 900 tons of ore yearly, giving a high average for lead and silver.

The concession is held direct from the Government, and is of considerable extent. The workings extend to fully three quarters of a mile, and the royalty is exceedingly light. Explorations have been confined mostly to ground above the day level, although the main shaft extends to a depth of 47 fms. below the adit.

Apply to T. W. YOUNGHUSAN, 3, Coleman-street-buildings, Moorgate-street, London.

TO BE SOLD, BY PRIVATE TREATY, a 50 in. cylinder CORNISH PUMPING ENGINE, with spring piston 11 ft. stroke inside and 10 ft. in the shaft, in good order, and little the worse for wear. Also, TWO 11 tons and ONE 9 tons CORNISH BOILERS, with 7 ft. diameter shells, tubes 3 ft. diameter. Open to a reasonable offer for the lot into trucks, or separately, as may be agreed on.

Applications to be made to "E. B.," Engineer, Mr. Sandford's, Stationer, High-street, Shrewsbury.

STEAM ENGINE.

TO BE SOLD, cheap, a GOOD 36 in. PUMPING ENGINE, 8 ft. stroke in shaft, 9 ft. in cylinder, with or without a 10 ton BOILER. Also iron Rings for a 40 ft. WATER WHEEL and PITWORK of various sizes.

Apply to GEORGE PROUT, Lumborn Foundry, Tavistock.

LEAD MINES IN THE COUNTIES OF DURHAM AND NORTHUMBERLAND.

TO BE LET, ON LEASE, with immediate possession, the HUNSTANWORTH AND NEWBIGGIN ROYALTIES, the former about 3534 acres and the latter 2000 acres, or thereabouts.

The Hunstanworth Royalty adjoins the celebrated W.B. Lead Mines, and has for many years yielded large quantities of lead ore, and much of the ground is undeveloped.

For particulars, apply to JOSEPH DODDS, Esq., M.P., No. 4, Spring-gardens, Charing-cross, London, S.W., and Stockton-on-Tees; or Mr. THOMAS J. BROWN, C.E., No. 2, Westminster-chambers, Victoria-street, London, S.W., and Haydon Bridge, Northumberland.

FOR SALE, THE FOLLOWING NEW AND SECONDHAND

PLANT, &c.:—
ONE 3 ton STEAM TRAVELLING CRANE.
TWO 3 ton WHARF CRANES, 15 ft. and 20 ft. radius.
FIFTY TONS CONTRACTORS' FLANGE RAILS, 37 lbs. and 42 lbs. per yard.
ONE 8-horse power HORIZONTAL ENGINE.
ONE CUPOLA, for melting 3 tons metal.

SECONDHAND, but in very good condition:—

ONE TANK LOCOMOTIVE, 6 wheels, coupled, 13½ in. cylinders.
ONE loco, 6 wheels, 11 ditto, 11 ditto.
ONE loco, 4 wheels, 8½ ditto, 8½ ditto.
ONE 14-horse power PORTABLE ENGINE, by Clayton and Shuttleworth.
ONE 10 ditto ditto, by Clayton and Shuttleworth.
ONE 7 ditto ditto, by Clayton and Shuttleworth.
ONE 5 ditto VERTICAL ditto, and BOILER, by Horton and Co.
ONE 4 ditto TABLE ditto.

TWO STEAM CRABS, for pile driving.

300 tons FLANGE RAILS, 40, 45, and 56 lbs. per yard.

100 tons D.H. RAILS, 72 lbs. per yard.

60 TEMPORARY CROSSINGS.

200 CONTRACTORS' WAGONS, end tip.

15 DOBBIN CARTS.

3 9 ft. REVOLVING PAN MORTAR MILLS.

10 PUG MILLS.

1 MURRAY'S PUMP, to raise 4000 gallons per minute.

1 BERNAY'S PUMP, to raise 1000 gallons per minute.

2 25-horse power EGG-ENDED BOILERS, by Hodge and Co., with Jukes' smoke-consuming furnaces.

1 CIRCULAR SAW BENCH, 5 ft. 6 in. by 2 ft. 10 in., by Powis, James, & Co.

1 HYDRAULIC GIRDER PROVING MACHINE, &c., &c.

J. COWDY,

40A, QUEEN STREET, CANNON STREET, LONDON, E.C.

FOR SALE, a ROLLING MILL, of first-rate construction, consisting of—

ONE 23-in. REVERSING PLATE TRAIN.

ONE 20-in. SHEET TRAIN.

ONE 16-in. BOLT and BAR TRAIN; with 120-horse power ENGINES.

Also, ONE 10-ton STEAM HAMMER, 9 ft. between uprights, SHEARING MACHINES, OVERTHEAD and JIB CRANES, ROLL LATHE, and set of duplicate parts for the mill.

The above mill is suitable for all branches of a general Copper Trade, or for the Rolling of Iron Sheets and Plates.

For particulars, apply to—

BEDE METAL AND CHEMICAL COMPANY (LIMITED),

JARROW-ON-TYNE.

FOR SALE, a high class 25-horse power PORTABLE STEAM ENGINE; also, a 10-horse power, with or without reversing gear.

FOR SALE, several first-class second-hand PORTABLE STEAM ENGINES, in excellent order.

FOR SALE, WINDING GEAR made at a short notice suitable for portable engines.

FOR SALE, a first-class MORTAR MILL.

Apply to—

BARROWS AND STEWART, ENGINEERS, BANBURY.

HORIZONTAL ENGINES, of most approved construction, from 8 to 50 in. cylinder, for WINDING and GENERAL PURPOSES.

BOILERS, of the best workmanship, and to be made of SNEDSHILL COMPANY'S PLATES ONLY—one of the very best brands in the kingdom.

Fully tested before delivery.

CREASE AND CO., 30, CONGREVE STREET, BIRMINGHAM.

WHEEL TREWEATHA MINE,

NEAR LISKEARD, CORNWALL.

TO MINE AGENTS, IRON FOUNDERS, AND OTHERS.

MR. THOMAS FOOTE WILL SELL, BY PUBLIC AUCTION, on the mine, on Monday, the 30th September, and Tuesday, 1st day of October, 1872, the following

VALUABLE MACHINERY AND MATERIALS,

CONSISTING OF

ONE 80 in. cylinder PUMPING ENGINE, stroke 10 ft. 2 in. in cylinder, 9 ft. 2 in. in shaft, with THREE BOILERS, 11, 10, and 8 tons.

ONE 50 in. cylinder PUMPING ENGINE, 9 ft. stroke, equal beam. This engine is taken down ready for removal.

ONE 50 in. cylinder PUMPING ENGINE, 10 ft. stroke, equal beam, with TWO BOILERS, 11 and 10 tons.

ONE 22 in. cylinder WINDING ENGINE, with drawing cage, 6 ft. 6 in. stroke in cylinder.

TWO WATER WHEELS, 40 ft. by 2½ ft., 15 ft. by 20 in. Cornish crusher; double acting drawing machine; 160 fms. pitwork, from 7 to 20 inches; one balance bob; one capstan; shears; one capstan rope; 13 tons tram iron; chain; one crab winch, &c., &c.

Refractions at Twelve o'clock. Sale commencing each day at One o'clock.

Catalogues may be had on application to Captain FOOTE, at the mine; Messrs. WARD and LITTLEWOOD, 25, Bishopsgate-street Within, London; or Mr. THOMAS HORSWILL, Tavistock.

N.B.—All the engines will be offered for sale on the 23rd and 24th inst., and if not then sold, will be again put up on the 30th.

SHROPSHIRE.

OLD PARK IRON COMPANY (LIMITED).

MESSRS. BARBER and SON, in conjunction with Messrs. JOSEPH COOKEY and SON, are instructed by the Mortgagees to OFFER for SALE by AUCTION, at the Wrekin Hotel, Wellington (Salop), on Wednesday, the 9th day of October next, at Five o'clock in the afternoon (unless previously disposed of by Private Treaty, of which due notice will be given), and subject to conditions—the LEASEHOLD MINES and ESTATE, together with the WORKS, MACHINERY, PLANT, STOCKS, TOOLS, and IMPLEMENTS of the OLD PARK IRON COMPANY (LIMITED), on the premises, at Old Park, near Wellington, Salop.

The Leasehold Estate comprises about 1280 acres of surface land, situated in the parishes of Dawley and Stretley, in the county of Salop, and the whole of the ungoten measures of coal, ironstone, fire-clay, and other minerals thereunder, subject to reasonable royalties.

On the property there are four blast furnaces, with the necessary plant, machinery, and connections. There is also a sufficient and valuable colliery plant for working the mines and minerals. Also a large and valuable forge and mill, comprising about 30 puddling furnaces, three metal helves, one 60 cwt. steam hammer, two forge trains, 22 in. plate mill, 20 in. sheet mill, 10 in. and 8 in. merchant hoop and guide trains; with mill heating and annealing furnaces, two sets of powerful guillotine, cutting down, cropping, and other shears; powerful driving gear, and all the other necessary engine and steam power for driving the same.

The estate is reached by a locomotive railway and tramways for conveying the minerals and iron to and from the pits. Forge and mill blast furnaces, &c., and is in direct communication with the London and North Western and Great Western Railways.

The forge and mill have been erected within the last 10 years, regardless of expense, and are adapted to the manufacture of heavy descriptions of iron.

The ungoten mines of coal are estimated at 12,000,000 tons, and of ironstone at 1,200,000 tons.

The iron produced from the estate is well known in the market as being of the finest quality.

The property may be inspected by order, which may be obtained from the auctioneers.

Further particulars, with conditions of sale, will shortly be prepared.

The lease under which the property is held, and a copy of the working plans of the colliery, and a plan of the estate, may be inspected at the office of Mr. R. D. Newill, solicitor, Wellington, Salop, from whom, or from the auctioneers, Messrs. Barber and Son, Wellington, Salop, and Messrs. Joseph Cooley and Son, West Bromwich, further particulars and conditions of sale may now be obtained.

FLINTSHIRE.

MESSRS. FREEMAN and STRONG WILL SELL, BY AUCTION, at the Royal Oak Hotel, Flint, on Monday, the 14th day of October next, at One to Two o'clock precisely, subject to conditions, the following very desirable

FREEHOLD MINING PROPERTIES,

Situate in the parish of HOLYWELL, in the county of FLINT.

LOT ONE.

ALL the MINES of COAL and IRONSTONE, and other MINES and MINERALS, now lying in or under about 44 acres, known as the BAGILLT TOP HILL COLLIERY.

The coals are of excellent quality, and well adapted for steam-engine, smelting, house, and other purposes.

This colliery is within a few hundred yards of the Bagillt Wharf, on the River Dee, where coal and ironstone can be transported at a very moderate cost; it also adjoins the turnpike-road leading from Holywell to Flint, being about two miles distant from the former place, and about the same distance from the latter, thereby commanding an extensive home trade, both for house use and the very extensive lead smelting and manufacturing establishments of the district.

The Bagillt Station on the Chester and Holyhead Railway is within a few hundred yards of the colliery.

The value of this colliery will, it is expected, be very considerably enhanced by the mining operations now being extensively carried on in the adjoining lands on the deep of these mines.

LOT TWO.

ALL the MINES of COAL and IRONSTONE, and other MINES and MINERALS in and under about 58 acres of land, known as the CORNIST ESTATE, situate within half a mile of the town of Flint, where there is a station on the Chester and Holyhead Railway, and within three quarters of a mile to the shipping place on the River Dee. There are also extensive manufacturing establishments in the neighbourhood.

The MINERALS under the dwelling house known as Cornist Hall, and the out-buildings and gardens, containing about 2 acres 1 rood 36 perches, will not be sold, and do not form part of the 58 acres.

For further particulars apply to Mr. ISAAC TAYLOR, Land Agent, Colehill Cottage, Flint; to Mr. THOMAS ROBERTS, Gadly's-road, Bagillt; or to Mr. RUPERT SMEDLEY, Solicitor, Holywell.

IMPORTANT SALE OF FREEHOLD ESTATES AND COAL FIELDS,

IN THE COUNTY OF DURHAM.

TO BE SOLD, BY AUCTION, at the Queen's Head Hotel, Pilgrim-street and Grey-street, Newcastle-on-Tyne, on Wednesday, the 30th day of October, at One o'clock in the afternoon, unless previously disposed of by private contract (—Mr. SAMUEL DONKIN, Auctioneer)—the following

VALUABLE AND EXTENSIVE FREEHOLD ESTATES,

In the following Lots, viz.:—

Lot 1.—THE LORDSHIP OF HART, containing an area of about 3800 acres, in the townships of Hart, Stranton, and Throston, comprising several excellent farms, and a large extent of building land, adapted for residential, manufacturing, and commercial purposes, adjoining the towns and part of the Hartlepool, together with several properties in the town of Hartlepool, and ground rents arising from building sites which have been disposed of (and utilised) on building leases; also, several cottages in the village of Hart, with other properties. The Hartlepool, Ferry-hill, and Sunderland Railways, and the New Hartlepool Branch of the North-Eastern Railway pass through the estate; and a private railway, communicating with the North-Eastern System, is also laid into the estate, near the West Hartlepool Docks and Timber Ponds.

Lots 2, 3, and 4 (to be first offered in One Lot)—THE HUTTON HENRY ESTATE, comprising three farms, an excellent private residence, a brickyard, &c., in the township of Hutton Henry, and parish of Monk Hesleden, containing about 767 acres of land, in a ring fence, and all the beds of COAL and other MINERALS thereunder. If not sold as an entire property, the minerals will be reserved by the vendor, and the land will be sold in three lots, as under, viz.:—

Lot 2.—THE FARM OF HUTTON HENRY, containing 345A. 0r. 38p., in the occupation of Mr. Brownless, at the low rent of £300 per annum. This farm is held on a lease for twelve years, from the 13th May, 1871, with the option reserved to the owner of determining the lease in any year by giving the usual notice, and paying the tenant for improvements.

Lot 3.—THE FARMS OF RODED RIDGE AND RODED RIDGE MOOR, containing 399A. 0r. 33p., in the occupation of Mr. John Berkin, at the annual rent of £210. These farms, which are capable of great improvement, are let on leases, which expire, as to the former on the 13th May, 1889, and as to the latter on the 13th May, 1874; but that the landlord has the option of determining the tenancy in any year, as in Lot 2. Also, the BRICKFIELD at Wingate, containing 19A. 3r. 8p., let on lease to Mr. Birken for 12 years, from the 23d November, 1861, at a minimum rent of £40 a year, and a royalty of 2s. per thousand on all bricks and tiles sold.

Lot 4.—The dwelling-house, garden, and pleasure grounds, called RODRIDGE HOUSE, containing 2A. 3r. 31p., in the occupation of Mr. Joseph Lugg, on a lease for ten years, expiring 13th May, 1875, at a rent of £20 10s. per annum.

The Hutton Henry estate forms part of the Great Durham coal field, and has direct communication by railway with the ports of Hartlepool and Sunderland and the harbour at Seaham. An Act of Parliament has also been obtained by the North-Eastern Railway Company for the construction of a railway through this estate, to connect the coal fields of the district with Stockton and Middlesbrough. Wingate Station, on the Hartlepool and Ferry-hill Branch, is on the estate, and the station at Castle Eden is within a short distance.

Lot 5.—THE HURWORTH ESTATE, in the township of Wingate and parish of Kiloe, consisting of the following farms, viz.:—BLACK HURWORTH FARM, containing 230A. 3r. 10p., of excellent land, in the occupation of Mr. James Barker, at the yearly rent of £237; and RED HURWORTH FARM, containing 190A. 0r. 25p., in the occupation of Mr. John Hutton, at the yearly rent of £94. Together with all the beds of COAL and other MINERALS lying thereunder. This estate is only about a mile and a half from the Wingate Station of the North-Eastern Railway, and an Act has been obtained for the construction of a railway through the estate from the colliery district near Castle Eden to Stockton and Middlesbrough.

N.B.—All the farms on the several estates are let subject to a month's notice from the landlord, for the re-possession of any portions of them which may be required for railway building, or other purposes.

Lot 6.—The COAL and other MINERALS under the Hardwick Hall Estate, in the parish of Monk Hesleden, containing about 770 acres, lying within a short distance of the Castle Eden Station on the Hartlepool and Sunderland Railway.

For plans and particulars apply to Messrs. HORN and MURRAY, Solicitors, 22, King-street, St. James's, London; J. P. DAVIS, Esq., Solicitor, 15, Clifford-street, London; Messrs. NICHOLSON, SANDERS, and NICHOLSON, Solicitors, Wath-upon-Dearn, near Rotherham; G. M. SANDERS, Esq., Solicitor, Carlton-chambers, 8, Regent-street, London; T. S. CUNDY, Esq., Land Agent, Wetherby, Yorkshire; G. W. ALLANSON, Esq., Hart Estate Office, Hartlepool; and Messrs. MARTIN and FENWICK, Estate Agents, Park-place, Leeds.

In Chancery.

PEGG v. PEGG.

THE BIRCHGROVE GRAIGOLA STEAM COAL COLLIERIES, SITUATE AT LLANSAMLET, NEAR SWANSEA, GLAMORGANSHIRE.

MESSRS. NORTON, TRIST, WATNEY, AND CO. WILL OFFER FOR SALE, at the Mart, Tokenhouse-yard, London, in November next, pursuant to an Order of the Court, and with the approbation of the Judge to whom Court this cause is attached, the VERY VALUABLE MINERAL PROPERTY known as the

BIRCHGROVE GRAIGOLA STEAM COAL COLLIERIES, Together with the fixed MACHINERY, STEAM ENGINES, PLANT, and ROLLING STOCK, situate in the Swansea Valley, in the parish of Llansamlet, together with shipping wharf, office, store-house, lodge, and stable, situate in the New Cut, in the hamlet of St. Thomas, Swansea, in the county of Glamorgan, in the midst of extensive iron, copper, tin-plate, and patent fuelworks and steel manufactories, and about five miles from the thriving seaport town of Swansea, and directly connected therewith by the Swansea Vale Railway, branching into both the colliery yards. The collieries immediately adjoin the well-known Dynevor, Neath Abbey, and Benson's Graigola Collieries, and consist of two substantial pits, one called the Birchgrove Pit, 60 fms. deep, and the other the Sisters' Pit, 75 fms. deep, both sunk to the Graigola vein, now at work, and producing coal daily. The well-known vein of coal called the Brindder Graigola, so celebrated for its quality (being on the Government list), and shipped to France, Ireland, and other places, is now being worked extensively, together with the Tir Edmund vein lying above it. A vein of coal, called the Drumma Level vein, varying in thickness from 1 foot to 3 ft. and 2 in., was formerly proved and partially worked in the Drumma level, which is favourably situated for working, and is near to the Sisters' Pit Colliery, and in close proximity to the Swansea Vale Railway for shipment.

The area of minerals is about 783 acres, 630 acres of which are held upon two leases for terms of 45 years from 1852. One of these leases is subject to a dead rent of £500 per annum, a royalty of 9d. per ton for coal and culm, and moderate royalties on other minerals, and the other lease is subject to similar royalties. The remaining 153 acres are held for a term of 21 years from 1855, at a royalty of 9d. per 2434 lbs. The surface area, comprising Drumma Isha Farm (upon which two substantial and commodious residences have been erected, with coach-houses, out-houses, green-houses, and extensive gardens, well stocked with fruit trees, pleasure grounds, and plantations, the whole being amply supplied with water), coal yards, pits, &c., containing about 50 acres, held for a term of 45 years from 1852 at rents amounting together to £48 per fathom. Also, land at Drumma and Glyn-y-goise, containing about 228A. 2r. 28p., used for farming purposes, and held on a yearly tenancy at a rent of £280 per annum.

May be viewed on application to Mr. EVAN DANIEL, Mining Engineer, Swansea.

Particulars, with plans, will be shortly issued, and may (when issued) be had of W. M. HADON, Esq., Solicitor, 18, Fenchurch-street, London, E.C.; of C. M. C. WHATMAN, Esq., Solicitor, Salisbury; of Messrs. GREGORY, ROWCLIFFES, and RAWLE, Solicitors, 1, Bedford-row, London; of Messrs. GRAY and MOUNSEY, Solicitors, 9, Staple Inn, Holborn, London; of Messrs. DEACON, SON, and ROGERS, Solicitors, Doctor's Commons, London; of N. S. E. STEINBERG, Esq., Solicitor, 32, Broad-street, London; of Mr. EVAN DANIEL, Swansea; and of the Auctioneers, 62, Old Broad-street, Royal Exchange, E.C.

GLAMORGANSHIRE.

MR. W. P. STEPHENSON is instructed by the Right Hon. the Earl of Shrewsbury and his trustees to OFFER, BY AUCTION, at the Royal Hotel, Cardiff, on Thursday, the 17th day of October, 1872, at Twelve o'clock, unless previously disposed of by private contract, and either with or without the minerals (which may be dealt with separately), as may be determined upon at the time of sale,

IMPORTANT FREEHOLD ESTATES,

Situate in the parishes of LLANTHRISANT, PENDOYLON, WELSH ST. DONATTS, and YSTRADOWN, in the county of GLAMORGAN, a large portion being in the mineral basin of South Wales, and containing the valuable seams of coal and ironstone for which the district is celebrated, and which are extensively worked in the neighbourhood.

The estates lie within a short distance of the great seaport of Cardiff, and are intersected by railways communicating with that and other ports. The surface consists of rich arable, meadow, and pasture land, divided into farms of convenient size, with suitable buildings, let at moderate rents. The estates also possess capabilities for building purposes.

Particulars are in preparation, and may be obtained, when ready, on application to Messrs. E. W. and E. DAVY, Radnor Court, to HENRY SMITH, Esq., Solicitor, 33, Norfolk-street, Strand, London; to Messrs. PARKIN and PAGNEY, 8, New-square, Lincoln's Inn, London; or to the Auctioneer, 21, Queen-street, Cardiff.

CARNARVONSHIRE, NORTH WALES.

IMPORTANT TO CAPITALISTS, QUARRY PROPRIETORS, AND OTHERS. SALE of a LARGE SLATE QUARRY, known as CASTELL CIDWM SLATE QUARRY, situated near QUELLYN LAKE, on the road from CARNARVON to BEDDGELEERT.

MR. WM. DEW WILL SELL, BY AUCTION, at the Sportsman Hotel, Carnarvon, on Saturday, the 12th day of October, 1872, at Two o'clock in the afternoon (subject to conditions then and there to be produced),

THE CASTELL CIDWM SLATE QUARRY,

Together with the WHOLE of the VALUABLE WORKING PLANT AND MATERIAL.

The quarry will be sold subject to a lease for 60 years, reserving to the vendors a royalty of 1-16th, and with a minimum rent of £50 per annum. It is situated about six miles from the town of Carnarvon, on the Beddgelert Road, and comprises an area of 443A. 3r. 7p.

The slate beds are rich and of a superior quality. The face of the workings presents unmistakable proof of a first-class quality of marketable slate, the openings made satisfactorily prove the existence of a most superior vein, the rock has been developed to a considerable depth, and is now in a position to turn out 200 tons per month.

It has been extensively opened out at a large outlay, which fully bears out the fact that it forms part of the great vein running from the far-famed Penrhyn Quarries through the Llanberis Quarries to the Nantlle Vale.

It is furnished with good and efficient machinery, is well provided with tramways, 11 wagons, water-wheels, 3 weighing machines, smiths' tools, wire rope, iron rails, crane, barrows, &c., with plenty of water power, and every requisite for work.

Particulars and inventory of plant and machinery may be had at any of the principal hotels in North Wales; of W. LIPSCOMB, Esq., Beech Lawn Heath, Wakefield; and the Auctioneer, Wellfield House, Bangor.

N

BICKFORD'S PATENT
FOR CONVEYING
CHARGE IN

SAFETY FUSE, FIRE TO THE
BLASTING ROCKS, &c.

Obtained the PRIZE MEDALS at the "ROYAL EXHIBITION" of 1851; at the "INTERNATIONAL EXHIBITION" of 1862, in London; at the "IMPERIAL EXHIBITION," held in Paris, in 1855; at the "INTERNATIONAL EXHIBITION," in Dublin, 1865; at the "UNIVERSAL EXHIBITION," in Paris, 1867; and at the "GREAT INDUSTRIAL EXHIBITION," at Altona, in 1869.



BICKFORD, SMITH, AND CO.,
of TUCKINGMILL, CORNWALL, MANUFACTURERS AND ORIGINAL PATENTEES OF SAFETY-FUSE, having been informed that the name of their firm has been attached to fuse not of their manufacture, beg to call the attention of the trade and public to the following announcement:—
EVERY COIL OF FUSE MANUFACTURED by them has TWO SEPARATE THREADS PASSING THROUGH THE COLUMN OF GUNPOWDER, and BICKFORD, SMITH, AND CO. CLAIM TWO SUCH SEPARATE THREADS as THEIR TRADE MARK.

For Excellence
and Practical Success
of Engines



Represented by
Model exhibited by
this Firm.

HARVEY AND CO.,
ENGINEERS AND GENERAL MERCHANTS,
HAYLE, CORNWALL,
HAYLE FOUNDRY WHARF, NINE ELMS, LONDON,
AND 115, GRESHAM HOUSE, E.C.

MANUFACTURERS OF
PUMPING and other LAND ENGINES and MARINE STEAM ENGINES
the largest kind in use, SUGAR MACHINERY, MILLWORK, MINING
MACHINERY, and MACHINERY IN GENERAL.
SHIPBUILDERS IN WOOD AND IRON.

SECONDHAND MINING MACHINERY FOR SALE,
IN FIRST-RATE CONDITION, AT MODERATE PRICES.
PUMPING ENGINES; WINDING ENGINES; STAMPING ENGINES
STEAM CAPSTANS; and CRUSHERS of various sizes. BOILERS, PIT-
WORK of all descriptions, and all kinds of MATERIALS required for
MINING PURPOSES.

THE PATENT PNEUMATIC STAMPS
May be SEEN AT WORK AT HAYLE FOUNDRY WHARF, NINE ELMS,
by previous application at either of the above addresses.

CAPTAIN TREGAY'S

IMPROVED PATENT
STAMP COFFER,

FOR STAMPING GOLD QUARTZ, TIN, AND OTHER ORES.
The gateway is extended, discharge doubly increased, and power economised.
May be inspected in full work, on application to Captain TREGAY, Redruth,
Cornwall, who is PREPARED TO TREAT for GRANTING LICENSES for its use,
or to SUPPLY the MACHINES.

BENNETTS' SAFETY FUSE WORKS,
ROSKEAR, CAMBORNE, CORNWALL.

BLASTING FUSE FOR MINING AND ENGINEERING
PURPOSES,
Suitable for wet or dry ground, and effective in Tropical or Polar Climates.

W. BENNETTS, having had many years' experience as chief engineer with
Messrs. Bickford, Smith, and Co., is now enabled to offer Fuse of every variety of
his own manufacture, of best quality, and at moderate prices.
Price Lists and Sample Cards may be had on application at the above address.
LONDON OFFICE, — H. HUGHES, Esq., 85, GRACECHURCH STREET.

JOHN AND EDWIN WRIGHT,
PATENTEES.
(ESTABLISHED 1770.)
MANUFACTURERS OF EVERY DESCRIPTION OF
IMPROVED

PATENT FLAT AND ROUND WIRE ROPES
from the very best quality of charcoal iron and steel wire.
PATENT FLAT AND ROUND HEMP ROPES,
SHIPS' RIGGING, SIGNAL AND FENCING STRAND, LIGHTNING CON-
DUCTORS, STEAM PLOUGH ROPES (made from Webster and Horsfall's
patent steel wire), HEMP, FLAX, ENGINE YARN, COTTON WASTE,
TARPAULING, OIL SHEETS, BRATICE CLOTHS, &c.

UNIVERSE WORKS, MILLWALL, POPLAR, LONDON.
UNIVERSE WORKS, GARRISON STREET, BIRMINGHAM.
CITY OFFICE, No. 5, LEADENHALL STREET, LONDON, E.C.

J. AND F. POOL,
WIRE WEAVERS,
MINE SIEVE AND STAMPS' GRATE MANUFACTURERS,
COPPER BOTTOM PERFORATORS,
WORKS AT
COPPERHOUSE, HAYLE, CORNWALL.

PROTECTED BY ROYAL LETTERS PATENT.
BARKER'S IMPROVED FUEL
(FROM COAL DUST),
SUITABLE FOR ALL PURPOSES FOR WHICH COAL IS USED.

This fuel, made from dust coal, gives in use results superior to the best coal; it
is thoroughly water proof, sticks without liability to spontaneous combustion, loss,
or deterioration on board ship, or in any climate, and in 30 per cent. less space
than coal.
An immense saving in effected by its use on sea-going steamers, owing to its high
evaporative power, requiring one-third less storage room, and avoiding all risk of
spontaneous combustion. It burns with little smoke, forming itself into coke; it
is very durable, the combustion is perfect, and it will not fall or disintegrate in
great heat before a blast or strong draught, nor does it produce clinker.
It will bear rough usage and handling without breakage.

As regards the manufacture, it is easily and cheaply made; the machinery made
is simple, effective, and comparatively inexpensive.
No heavy pressure is required, or exposure to heat after moulding, to dry or coke
(as is usual); and after mixing, the blocks could, if desired, be made up by hand
labour; but for large production, self-acting machinery is recommended; and when
moulded, the fuel is at once ready for use or transit.

Works are in operation in London, and can be viewed on application.
Intending licensees can send their coal and have it made up into fuel in their own
presence, and have it returned to them for trial.
Samples on a large scale suitable for every purpose supplied for trial.
The proprietors of the patents are prepared to grant licenses, and would, if desired,
undertake contracts to provide machinery, erect works, and put the same into satis-
factory operation, on any required scale of manufacture.

Application to be addressed to the patentees—
Mr. DAVID BARKER, Oldbury House, Northfleet, London; or
Mr. THOS. D. CLARE, 13, St. Mary's Row, Birmingham.



By a special method of preparation, this leather is made solid, perfectly close in
texture, and impermeable to water; it has, therefore, all the qualifications essential
for pump buckets, and is the most durable material of which they can be made.
It may be had of all dealers in leather, and of—

I. AND T. HEPBURN AND SONS,
TANNERS AND CURRIERS, LEATHER MILLBAND AND HOSE PIPE
MANUFACTURERS,
LONG LANE, SOUTHWARK, LONDON.
Prize Medals, 1851, 1855, 1862, for
MILL BANDS, HOSE, AND LEATHER FOR MACHINERY PURPOSES

THE IRON AND COAL TRADES' REVIEW:
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THE IRON AND COAL TRADES' REVIEW is extensively circulated amongst the Iron
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coal districts. It is, therefore, one of the leading organs for advertising every de-
scription of Iron Manufactures, Machinery, New Inventions, and all matters re-
lating to the Iron, Coal, Hardware, Engineering, and Metal Trades in general.
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JOHN BOURNE AND CO.
ENGINEERS, SHIPBUILDERS, AND CONTRACTORS,
BLOWING ENGINES, WINDING ENGINES,
Bourne's Patent Spherical Governors, Bourne's Patent Feedwater Heaters,
Bourne's Patent Gas Furnaces, Bourne's Patent Coal-dust Furnaces,
PUMPING ENGINES, STEAM BOILERS,
66, MARK LANE, LONDON.

WHEATLEY KIRK & PRICE,
(ESTABLISHED 1850),
AUCTIONEERS AND VALUERS
OF EVERY DESCRIPTION OF
COLLIERY PLANT, IRONWORKS, &c.
Estimates for Periodical Surplus Sales, Annual Valuations, &c.
ALBERT SQUARE, MANCHESTER.

HANDASYDE'S BOILER COMPOSITION

(C. H. HANDASYDE AND CO., DALKEITH, N.B.)

For the REMOVAL and PREVENTION of INCrustATIONS in STEAM
BOILERS, is in extensive use among Collieries, Ironworks, and Mills in
Scotland; also, with great success, on the North British
Railway Company's Locomotives.

Net price, 15s. per cwt., carriage paid; 10 per cent. off 1 ton orders; free
from acids.

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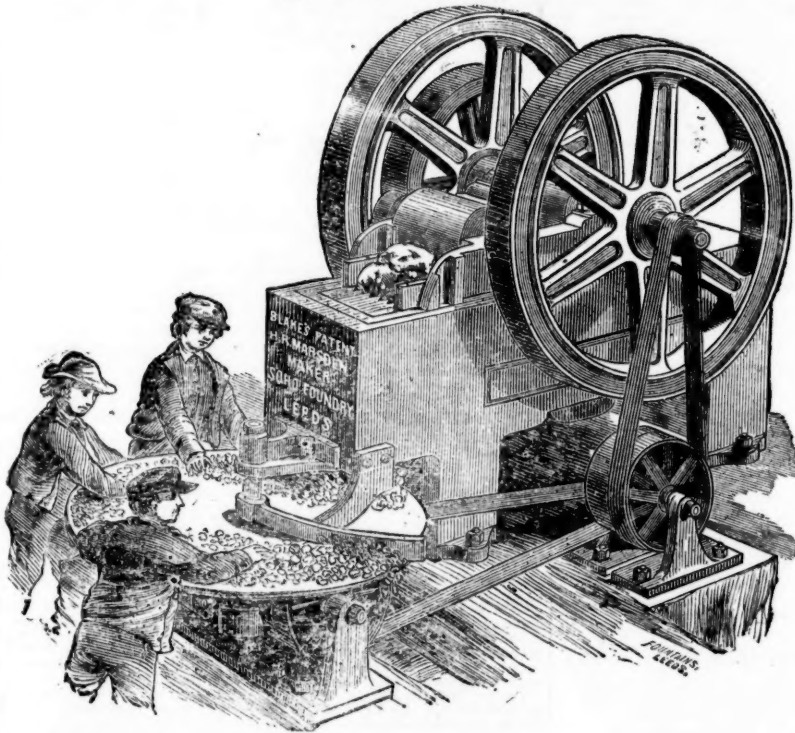
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For the Parys Mining Company,
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The Van Mining Company (Limited), Van
Mines, Llanidloes, Feb. 6, 1871.—Our machine, a
10 by 7, is now breaking 180 tons of stone for the
crusher every 24 hours. I may say, of all our
machinery, that for simplicity of construction and
dispatch in their work, they are equal to any-
thing in the kingdom, but your stone breaker
surpasses them all.

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Chacewater, Cornwall, Jan. 27, 1869.—I have
great pleasure in stating that the patent stone
breaker I bought of you some three years ago
for mines in Chili, continues to do its work well,
and gives great satisfaction. It crushes the
hardest copper ore stone—put it through 1½ inch
size by horse power—with great ease. I can
safely recommend it to all in want of a crusher;
can be driven by steam, water, or horse power.

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stone crusher, supplied by you to this company, is
a fascination—the wonder and admiration of the
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Persons visiting it won't not at work have been
heard to remark, "This can't be all of the ma-
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10 tons of very hard and tough elvan rock per
hour; taking into its leviathan jaws pieces of the
hardest rock, weighing 200 lbs. or more, man-
aging the same into small bits with as much ap-
parent ease and pleasure as does a horse his
mouthful of oats. On every 100 tons of the rock
crushed by the machine there is a direct saving
to the company of not less than £5 over the pro-
cess of hand labour previously adopted by them,
and the indirect saving much more, the machine
being ever ready to perform the duties required
of it. It breaks the stuff much smaller, and in
form so fitted for the stamps, that they will pul-
verise one-third more in a given time than when
performed by hand labour.

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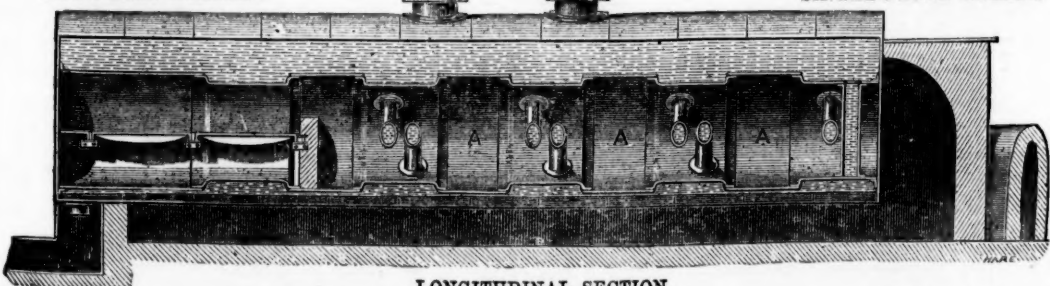
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SINGLE-FLUED BOILER.



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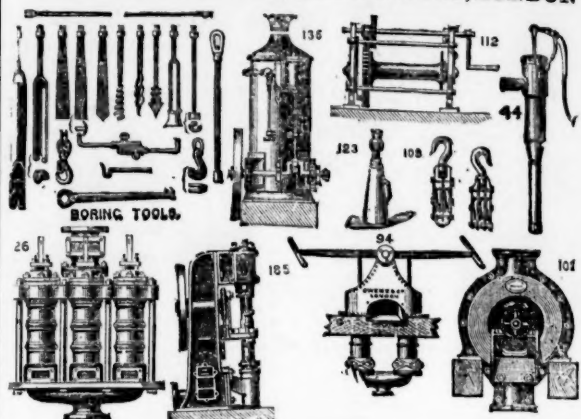
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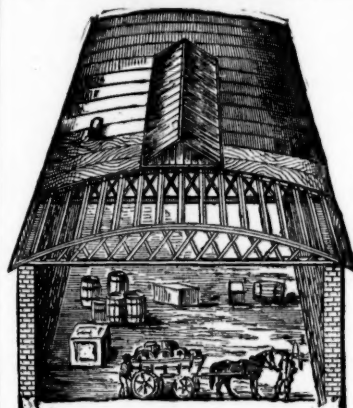
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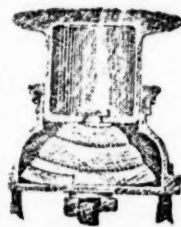
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20000	Alfred, c, Cheshire*	1 0 0	—	—	0 3 0.	0 1 0.	April 1872
18000	Boscawell, c, St. Just	3 0 0	—	—	0 5 6.	0 2 0.	Oct. 1871
200	Botalack, c, St. Just	91 5 0	—	—	619 15 0.	0 0 0.	Aug. 1872
500	Bronfloyd, c, Cardigan*	100 0 0	—	—	110 0 0.	0 2 0.	Jan. 1872
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1000	Caru Brea, c, Illogan*	35 0 0	—	—	297 0 0.	0 4 0.	Sept. 1872
2450	Cook's Kitchen, c, Illogan*	19 14 9	—	—	10 14 0.	0 0 0.	July 1872
1024	Dvonon Gt. Consols, c, Tavistock†	1 0 0	—	—	1165 0 0.	0 0 0.	May 1872
655	Ding Dong, c, Guval	40 14 6	—	—	7 10 0.	0 15 0.	Aug. 1872
4200	Dolcoath, c, Camborne	10 14 10	—	—	0 5 0.	0 5 0.	Aug. 1872
10000	East Ballewidden, c, Sancreed*	1 0 0	—	—	14 17 0.	0 3 0.	April 1872
6144	East Caradon, c, St. Cleer†	2 14 6	—	—	204 10 0.	0 0 0.	Mar. 1872
300	East Darren, c, Cardiganshire	32 0 0	—	—	13 1 3.	0 2 0.	Sept. 1872
6400	East Pool, c, Illogan	0 9 9	—	—	79 15 0.	0 10 0.	Mar. 1872
2500	Foxdale, c, Isle of Man†	25 0 0	—	—	4 8 0.	0 2 0.	Aug. 1872
5000	Frank Mills, c, Christow	3 18 6	—	—	0 13 0.	0 5 0.	May 1872
3950	Gawton, c, Tavistock	3 10 6	—	—	15 1 0.	0 0 0.	Mar. 1872
40000	Glasgow Carr, c, (30,000 £1 p., 10,000 15s. p.)	4 0 0	—	—	5 19 0.	0 2 0.	Aug. 1872
10000	Great Laxey, c, Isle of Man†	4 0 0	—	—	0 6 0.	0 0 0.	July 1872
5000	Great Wheel Vor, c, Helston†	4 0 0	—	—	0 2 0.	0 0 0.	Aug. 1872
6400	Green Hurth, c, Cumberland*	0 0 0	—	—	0 2 0.	0 0 0.	Aug. 1872
10240	Gunnislake (Clitters), c, c	4 19 0	—	—	0 2 0.	0 1 0.	Nov. 1872
1024	Herodsfoot, c, near Liskeard†	8 10 0	—	—	61 10 0.	0 1 0.	Jan. 1872
6000	Hington Down, c, Calstock†	6 4 0	—	—	3 18 0.	0 0 0.	Sept. 1872
25000	Killaloe, c, Tipperary	1 0 0	—	—	0 2 11 1/2.	0 0 1/2.	Dec. 1870
400	Lisburne, c, Cardiganshire	18 15 0	—	—	343 10 0.	0 2 0.	Mar. 1871
2784	Lovell, c, Wendron	3 0 0	—	—	0 4 0.	0 0 0.	July 1872
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9000	Minera Mining Co., c, Wrexham*	5 0 0	—	—	61 3 8.	0 0 0.	Aug. 1872
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12000	North Hendre, c, Wales	2 10 0	—	—	0 5 0.	0 2 6.	June 1872
2000	North Levant, c, St. Just	10 12 0	—	—	4 13 0.	0 12 0.	Sept. 1872
5810	North Wheel Croft, c, Illogan†	3 11 3	—	—	0 5 6.	0 1 6.	June 1871
5000	Pedn-an-drea, c, Redruth	8 2 0	—	—	0 5 0.	0 5 0.	Nov. 1871
6000	Penhalls, c, St. Agnes	3 0 0	—	—	2 12 6.	0 4 0.	July 1872
6000	Phoenix, c, Linkinhorne	4 3 4	—	—	39 15 0.	0 11 8.	July 1872
1772	Polver, c, St. Agnes	15 0 0	—	—	1 7 6.	0 10 0.	Dec. 1871
2000	Poldice, c, Gwennap	10 0 0	—	—	1 10 0.	0 10 0.	Oct. 1870
1120	Providence, c, Uny Lelant†	10 6 7	—	—	104 12 6.	0 10 0.	Sept. 1872
15000	Queen, c, c, Calstock*	0 10 0	—	—	0 2 0.	0 1 0.	Dec. 1870
12000	Roman Gravel, c, Salop*	7 10 0	—	—	1 0 0.	0 0 0.	July 1872
5859	Rosewell Hill and Ransom, c	4 0 0	—	—	0 14 6.	0 1 6.	June 1871
10000	Shelton, c, St. Austell	1 0 0	—	—	0 1 0.	0 1 0.	Feb. 1872
512	South Caradon, c, St. Cleer	1 5 0	—	—	0 94 10 0.	0 6 0.	Sept. 1872
5000	South Carr Brea, c, Illogan	1 11 6	—	—	0 10 0.	0 2 6.	July 1872
6000	South Darren, c, Cardigan*	3 8 6	—	—	1 1 6.	0 1 6.	Nov. 1870
242	Sparrow Moor, c, St. Just	38 17 9	—	—	17 5 0.	0 10 0.	June 1872
940	St. Ives Consols, c, St. Ives	10 15 0	—	—	0 9 0.	0 0 0.	Nov. 1871
8771	St. Just Amalgamated, c	3 10 0	—	—	0 9 0.	0 0 0.	July 1872
12000	Tankerville, c, Salop*	6 0 0	—	—	0 16 0.	0 1 6.	Feb. 1872
25000	Terras, c, St. Aust. (div. on 12,000 only)	1 0 0	—	—	40 18 6.	0 2 0.	Sept. 1872
6000	Trumpet, c, c, Pool, Illogan†	9 0 0	—	—	12 0 0.	0 10 0.	July 1872
4000	Trumpet Consols, c, Helston	5 15 0	—	—	7 6 0.	0 14 0.	July 1872
15000	Van, c, Illogan†	4 5 0	—	—	51 7 6.	0 10 0.	Sept. 1872
3000	W. Chiverton, c, Perranzabuloe†	10 0 0	—	—	75 10 0.	0 2 0.	Aug. 1872
2048	West Wheel Seton, c, Camborne†	26 13 9	—	—	638 10 0.	0 1 0.	Dec. 1871
400	West Wheel Seton, c, Camborne†	47 0 0	—	—	0 11 0.	0 2 6.	Sept. 1872
12288	Wheel Arthur, c, c, Calstock	5 2 6	—	—	10 0 0.	0 1 0.	July 1872
512	Wheel Basset, c, Illogan†	5 2 6	—	—	10 0 0.	0 7 6.	July 1872
5179	Wheel Grenville, c, Camborne*	7 14 6	—	—	8 18 0.	0 10 0.	Aug. 1872
2048	Wheel Jane, c, Kea	2 13 10	—	—	14 2 6.	0 5 0.	Jan. 1872
4205	Wheel Kitty, c, St. Agnes	5 4 6	—	—	82 2 3.	0 10 0.	May 1872
1024	Wheel Margaret, c, Uny Lelant	3 10 8	—	—	73 15 0.	0 5 0.	Sept. 1872
806	Wheel Margaret, c, Uny Lelant	13 17 8	—	—	2 1 6.	0 6 0.	May 1872
1000	Wh. Mary Ann, c, Menheniot†	10 0 0	—	—	522 10 0.	0 4 0.	June 1872
1000	Wh. Mary Ann, c, Menheniot†	2 12 6	—	—	0 19 0.	0 0 0.	Aug. 1872
80	Wheel Owles, c, St. Just	70 0 0	—	—	0 1 0.	0 1 0.	Aug. 1872
12000	Wheel Russell, c, Tavistock	1 0 0	—	—	52 9 0.	0 2 0.	Sept. 1871
4000	Wheel Uny, c, c, Redruth	10 14 6	—	—	—	—	—
10000	Wheel Whistler, c, c, Warleggan*	1 0 0	—	—	—	—	—
21000	Wicklow, c, c, c, Wicklow	2 10 0	—	—	—	—	—

FOREIGN DIVIDEND MINES.

Shares.	Mines.	Paid.	Last Pr.	Clos. Pr.	Total divs.	Per share.	Last paid
35000	Alamillos, c, Spain†	2 0 0	—	—	0 18 6.	0 1 6.	Sept. 1872
130000	Almaden and Tinto Consols, c, Spain†	1 0 0	—	—	0 2 9.	0 0 6.	Dec. 1871
20000	Australian, c, South Australia†	7 7 6	—	—	0 2 6.	0 0 6.	Sept. 1871
15000	Birdseye Creek, c, California*	4 0 0	—	—	0 5 0.	0 2 0.	July 1872
4000	Bensberg, c, Germany*	10 0 0	—	—	0 3 4.	0 3 4.	Aug. 1872
20000	Cape Copper Mining, c, c, Africa*	10 0 0	—	—	9 5 0.	1 5 0.	Sept. 1872
30000	Central American Association†	0 15 0	—	—	0 6 0.	0 1 0.	Sept. 1872
21000	Colorado Terrible, c, Colorado†	5 0 0	—	—	0 8 0.	0 2 0.	Aug. 1872
70162	Don Pedro North del Rey†	0 14 0	—	—	2 5 0.	0 2 0.	Oct. 1871
23500	Eberhart and Aurora, c, Nevada†	10 0 0	—	—	1 0 0.	0 1 0.	July 1872
60000	Emma, c, c, Utah (25,000 fully pd.)	20 0 0	—	—	3 4 0.	0 6 0.	Sept. 1872
70000	English and Australian, c, St. Aust.	2 10 0	—	—	2 4 0.	0 2 6.	Aug. 1872
30000	Ferguson, c, California*	2 0 0	—	—	0 3 0.	0 3 0.	April 1872
30000	Flagstaff, c, Utah†	10 0 0	—	—	1 8 0.	0 4 0.	Aug. 1872
25000	Fortuna, c, Spain†	10 0 0	—	—	2 16 0.	0 5 0.	Sept. 1872
80000	Gold Run, c, c, Spain†	2 0 0	—	—	0 2 0.	0 4 0.	Aug. 1872
60000	Kapunda Mining Co. Australia†	1 3 0	—	—	0 1 0.	0 1 0.	Oct. 1871
15000	Linares, c, Spain†	3 0 0	—	—	14 10 0.	0 10 0.	Sept. 1872
7927	Lusitana, Portugal† (45 shares)	3 0 0	—	—	0 6 0.	0 3 0.	Mar. 1872
30000	Mineral Hill, c, Nevada†	10 0 0	—	—	3 0 0.	0 1 4.	Sept. 1872
12000	Pennsylvania, c, c, Hatten Aktien, c, c	30 0 0	—	—	11 11 5.	0 15 9.	June 1872
100000	Port Phillip, c, c, Chile†	1 0 0	—	—	1 7 0.	0 1 0.	June 1871
44000	Richtonville, c, Chile†	1 0 0	—	—	0 4 0.	0 4 0.	April 1872
120000	Sierra Australis Mining Co.†	5 0 0	—	—	0 6 0.	0 6 0.	April 1871
115000	Santa Buttes, c, California†	2 0 0	—	—	0 10 0.	0 2 0.	Mar. 1872
60000	South Aurora, c, Nevada†	5 0 0	—	—	0 12 0.	0 5 0.	June 1871
15000	Sweetland Creek, c, California†	4 0 0	—	—	1 14 0.	0 2 0.	Aug. 1872
20000	Tollima, c, c, (6000 sh. are £5 f. pd.)	2 10 0	—	—	0 2 0.	0 2 0.	Mar. 1872
500	Westphalian, c, c, Prussia†	20 0 0	—	—	8 0 0.	0 3 0.	May 1872

NON-DIVIDEND FOREIGN MINES.

Shares.	Mines.	Paid.	Last Pr.	Clos. Pr.	Last Coll.
50000	Anglo-Argentine, c, s, Argentine Republic*	1 0 0	—	—	—
20000	Anglo-Australian, c, Victoria*	2 5 0	1½	¾ 1	—
100000	Anglo-Brazilian, g†	0 19 0	—	—	May 1872
20000	Australian United, c, Victoria*	2 10 0	3½	¾ ¾	Mar. 1872
3000	Bellavista, s, Peru* (£10 shares)	6 10 0	—	1½ 1½	—
50000	Braganza, g, Brazil†	0 15 0	—	—	Oct. 1870
12000	Camp Floyd, s, Utah*	10 0 0	13½	12¾ 13½	—
35000	Cesar Steel & Sulphur Company, Romanga, Italy*	2 10 0	—	2½ 2½	April 1872
7500	Champion, g, s, Nicaragua*	10 0 0	—	—	—
63000	Chontales, g, s, Nicaragua* (and 15,000 of £1 5s.)	2 0 0	—	¾ ¾	—
6000	Clifton, c, Colorado*	5 0 0	—	—	—
10000	Crescent, g, Minas Geraes, Brazil*	0 17 6	—	—	—
100000	Culaba, g, Minas Geraes, Brazil*	2 0 0	—	—	—
7500	East Sheboygan Preference* (40,000 ordinary shares)	1 0 0	—	—	—
10000	Elipso, g, California*	6 0 0	—	—	—
35000	Excelsior Hydraulic Gold Washing Co., California*	1 0 0	—	—	—
60000	Excelsior, g, s, California*	2 0 0	—	—	—
40000	Fortuna Copper Mining Co. of Western Australia	1 0 0	—	—	—
50000	Frontino and Bolivia, g, New Granada†	5 0 0	—	—	—
10000	General Brazilian, g	2 0 0	—	—	—
12000	Hamilton Smelting Company, Nevada*	1 0 0	—	—	—
40000	Holcomb Valley, g, s, California*	1 0 0	—	—	—
20000	Imperial Brazilian Collieries, Brazil*	1 0 0	—	—	—
20000	I. X. L., g, s, California*	5 0 0	—	—	—
50000	Javali, g, Nicaragua*	2 0 0	—	—	—
11000	Kansas, g, Colorado*	5 0 0	—	—	—
12000	Lancaster, s, s, Vizcaya, Spain (£2 shares)	1 5 0	—	—	—
20000	List Chance, s, s, Utah	5 0 0	—	—	—
165000	London and California, g†	2 0 0	—	—	—
4000	Malaga, s, Spain†	10 0 0	—	—	—
30000	Malpaso, g, Colombia*	1 0 0	—	—	—
15000	Mammoth Copperopolis of Utah, c, s, Utah*	5 0 0	—	—	—
12000	Monzenberg, c, Honner, Germany*	5 0 0	—	—	—
4000	Montague & Waverley Gold Quartz Crushing Co., s, N. Scot.	2 0 0	—	—	—
6000	Monte Loretto, g, c, Italy*	5 0 0	—	—	—
50000	New Quebrada, c, Venezuela*	0 15 0	—	—	—
20000	New Rosario, c, Mexico*	5 0 0	—	—	—
20000	New Zealand Kapanga, g, Coromandel†	0 15 0	—	—	—
20000	North American, g, c	4 0 0	—	—	—
15000	Pacific, c, s, Nevada and California (and reduced)*	7 0 0	—	—	—
50000	Panulillo, c, Chile†	4 0 0	—	—	—
80000	Pestareza United, g, Italy†	3 0 0	—	—	—
15000	Pinto, c, Nevada (and 8000 deferred)	5 0 0	—	—	—
50000	Rica, g, Colombia*	0 10 0	—	—	—
10000	Rosa Grande, g, Brazil† (£1 shares)	0 17 0	—	—	—
323500	Ruby Consolidated, s, Nevada*	10 0 0	—	—	—
300000	Russia, c, Orenburg and Uta†	10 0 0	—	—	—
25000	San Pedro, c, Chile†	2 0 0	—	—	—
15000	Saturn, s, Utah*	2 0 0	—	—	—
50000	Silver Star, s, Nevada*	0 15 0	—	—	—
50000	Silver Plume, s, Colorado*	1 0 0	—	—	—
875000	Snowdrift, s, Colorado*	2 0 0	—	—	—
100000	St. John del Rey, Brazil†	17 10 0	—	—	—
20000	Taquaril, c, Brazil*	2 10 0	—	—	—
15000	Thornhill Reef, c, s, Australia*	1 0 0	—	—	—
40000	Tuolome, g, California*	2 0 0	—	—	—
43174	United Mexican, s, Mexico†	28 5 2	—	—	—
10000	Utah, g, s, Utah*	10 0 0	—	—	—
75000	Yorke Peninsula, c, South Australia*	1 0 0	—	—	—
15000	Yudanamutana, c, South Australia†	1 0 0	—	—	—